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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

20378

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BOSTON, 6 MAY, 1887.

Volume XV.
Number 1.

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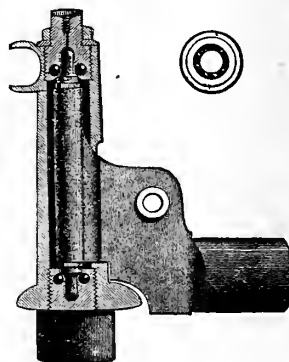
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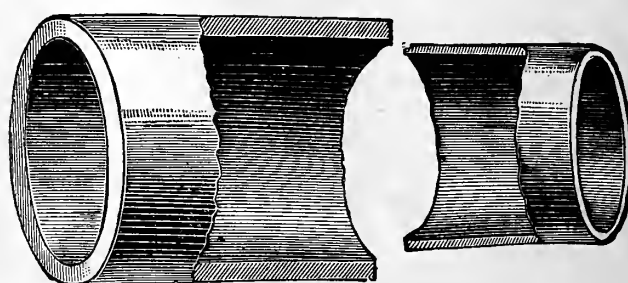
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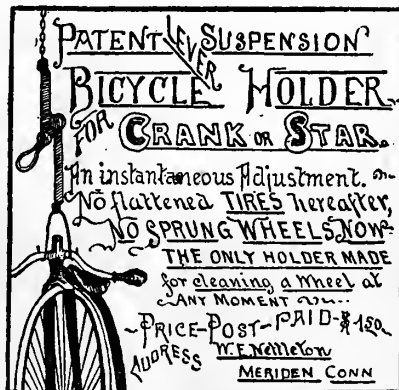


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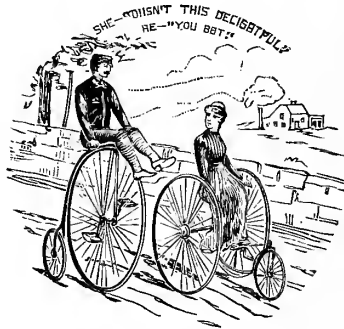
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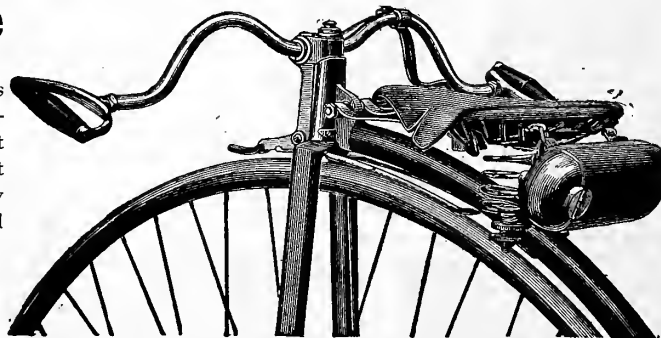
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BOSTON, MASS. U. S. A.

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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 6 MAY, 1887.

OUR subscribers, advertising patrons, and exchanges, will please take particular notice that our address is now No. 12 Pearl St., in the Hutchinson Building. We especially call the attention to those of our exchanges who have not yet discovered that we have moved from 40 Court St. and also from 8 Pemberton Square.

WE shall await with some interest the verdict of how our readers like the new make-up of the *WORLD*. We have aimed to make the paper more modern in its appearance, and we therefore sincerely trust that our efforts to increase its attractiveness will receive their unqualified approval.

WE are pleased to notice that Mr. F. W. Weston once more takes the reins of the C. T. C. Chief Consulship, after a rest of about a year. All Mr. Weston's friends will be glad to hear this, as it means that the cause of his temporary retirement, (ill health), has been entirely overcome, and "Papa" is like Richard, "himself again."

THE Western cyclist who makes the very sensible demand that the government officials place the convicts at work building Macadam roads, hits the nail right square on the head. Such a move would have a double advantage; it would, in the first place, be the means of abolishing the convict contract work, which now to certain extent, competes with honest labor, and, in the second place, it would cause work to be done that is now neglected, and which these convicts could perform without interfering with the rights of the working man,—for the obvious reason that the work is not done.

TIME and patience will work wonders, and in this very matter of road making, the time is not far distant when the constantly increasing influence of wheelmen in politics is bound to be felt more and more. We cannot cajole or argue these authorities into doing what should do properly, and so we must bide our time until we can they force them. We would like to see an organization formed for this object, and this alone, and we would like to see every one of the 50,000 cyclists in America a member. As a powerful organization we could force things, that now we are helpless to, as individuals.

WHAT have we said? Have we not repeatedly pointed out the way for cycles to have the roads improved? And are we not vindicated and endorsed by the fact that the town of Bradford has

been fined \$100 and costs for neglecting to keep one of its roads in repair? Bradford is not the only town in Massachusetts which neglects to keep its highways "reasonably safe and convenient." We do wish the League would bring a few more direct towns up to the ringbolt and see if good results won't follow. If the League has not the money for a vigorous campaign, we know where the necessary funds for such a laudable purpose can be obtained.

A GENTLEMAN residing in Holyoke writes, heartily endorsing our article in last week's *WORLD*, on the matter of an organization for the improvement and proper maintenance of the highways. He subsequently proves his sympathy by offering to plank down a cool hundred dollars for the improvement of certain main roads running between certain of our principle cities in the East.

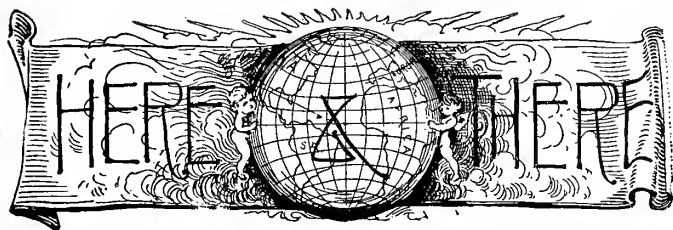
STEEL tires and second-growth hickory do not strike the *Bicycling News* as likely to revolutionize cycle construction. It thinks that with steel tires and wooden wheels a machine would be built that should be "a curiosity worth looking at, if not fit for riding upon." Some other people we know share in this opinion.

FROM the *American Athlete* we learn that Mr. Aaron is not only going to give up all official connection with bicycling, but that the sport itself will henceforth cease to number him among its votaries. We should suppose that the ex-secretary would find as much fun and pleasure in wheeling as ever, and more too now that he is free and untrammelled by the cares of office.

HOWELL and Morgan are inflicting the public with a wordy warfare over the details of the Woodside-Howell matches, and just at present are disputing who shall still be referee. It does not seem of much importance who is chosen for the position, but we hope Morgan's suggestion of Lacy Hillier will be accepted by Howell. Mr. Hillier is as well qualified as any one for the place, and besides it would be rather gratifying to Americans to have him officiate when an American representative is a contestant. Perhaps after seeing Woodside ride, Mr. Hillier and other doubters of Yankee capabilities may be convinced that the accredited performances of wheelmen here were possible.

THE *Bulletin* discusses the "Tough" question, and we accord to Brother Bassett our heartiest commendation on his remarks. It is a lamentable fact, that there are many, far too many, cyclers who are decent enough fellows in their way, but who render themselves extremely obnoxious in public places. We have seen wheelmen act in the most boorish manner at hotels hereabouts, and we know that there are many hosteleries which much prefer their room to their company. It is a sad criticism on cyclists, when even the money-grabbing hotel proprietor spurns their gold. We fail to see how the evil can be corrected, unless it be by the action of such wheelmen as appreciate the situation and do a little missionary work when the opportunity offers.

THE Clarksville Road race promises to be a great event in cycling history. In fact, we may well think it will be the most important and interesting road competition ever held. Since the league has shut its eyes to road racing, amateurs, promatenrs and professionals can compete without any apprehension of losing their status. Of course all this is very absurd, but it does not displease us for the result is good sport. There is one laughable feature about it. The League refuses to recognize road racing because it is illegal and should be discouraged. The result, however, will be that, as a much better list of entires can be obtained for road than path races, in consequence of the League's action, road racing will become universally popular. It is a wrong to ride with a professional for a few minutes in the path, but quite right to struggle against one all day in the road.



NOTES FROM
"LONDON, W."

THE WORLD now has its own devil and an ugly little imp he is, too. He and our office boy, "Willy" are in a continual row on the prerogatives of each other. The editor is happy because he has two boys that can run out and fill the growler, while our readers will be pleased to learn that the impish attendant has expressed his determination to knock into "pi" any of Karl Kron's lengthy screeds.

THE English papers still teem with enthusiastic accounts of the brave doings of cyclists in the recent experiments in make-believe warfare. It would seem as if the success of the trial was a bona fide one, as steps are being taken by one of the commanders to form a corps to be known as the "Cycling Guides." We should think the statement by Lieut. Col. Savile, who commanded the corps, summed the matter up very well. He says "Successful beyond expectation as the experiment has been, the commanding Officer considers it his duty to impress upon the members of the corps, the fact that the success now gained should not encourage them to think that they can fulfil or even emulate the true functions of cavalry. Scouting is but one of the operations that one undertakes, and cyclists should not entertain the idea that they will all be required to do more than assist a numerically weak cavalry in the performance of that duty, to afford support to cavalry if pushed forward too far to rally upon infantry." The real beneficial results which must follow from these experiments, will be the recognition of cycling by all official departments.

WE often wonder as we contemplate the splendid ordinaries, tricycles, tandems and safeties of to-day whether many of the old brigade who have given up wheeling would not come back to our ranks if they but knew how much better these wheels are than the old ordinaries they used to bestride. They little know the difference, and it is only those who in the good old days wriggled along on solid forks, cone bearings, eighteen inch handle bar, sixty pound rattle trap and have mounted a first class modern wheel, who can appreciate the real luxury the wheelmen of to-day enjoy.

THE Octopus in *Wheeling* tells of a lady, aged seventy-three years, who has been greatly benefitted by tricycling. This item commends itself to an enthusiastic heart, but this knocks me silly. "For her dress she wears knickerbockers, Norfolk jacket and a bonnet." For a costume, especially for a female of seventy-three winters, this fairly wins it.

SPAIN is developing into something of a cycling ground, and though the climate is too warm for extremely hard riding, the roads are reported as good everywhere, and the liberties afforded cyclists very great. Even foot path riding is not prohibited, but the boon we should most appreciate, is that dogs are at present compelled to wear muzzles. We wish they were here so we would not have to curl our legs around the handle bar when ugly canines come bounding out at us as they are wont to do hereabouts.

THIS item from *Industries* ought to commend itself to the Sterling Tricycle Co. "Bicycle tyres.—M. Lefebvre of Ciney, is manufacturing steel tyres to take the place of india-rubber tyres hitherto used for bicycles and tricycles. By this system a considerable saving is effected." And yet somehow we fancy it will require time before rubber tires are run out of the market.

WANNAMAKER of Philadelphia, has received the contract for making the League's uniforms. Members can now change their luck and use which cut they like best, the New York or the Quaker City. In our opinion every large city ought to have an official tailor.

SALINA tells us that Stevens is not a success as a lecturer. We are not much surprised, nor is it strange that a man possessing the qualities which made his trip around the world possible should not possess the arts necessary to secure a success on the platform. There is this about it, however, that if Mr. Stevens perseveres with the same pluck and determination he has shown in other pursuits, he will be able to acquire the necessary requirements for a successful lecturer. We hope he will make a success of it, at all events.

THE man who is responsible of the language of the League Meet programme is evidently something of a genius with a bit of the poet thrown in. We think that an application to the promoter of Cook's tours or Raymond's Excursions, with the programme as a sample of his work would secure him a remunerative position at once. No questions asked and no references required. When a man can write of "Athletic overlanders" floating "back to the city on the silvery sheen of the river" and much more of the same tenor he should not hide his light in the modest work of compiling League programmes. We are not at all doubtful either that the great Barnum would detect the merit he possesses as setting out the attractive features of entertainment and we believe that with four mammoth tents, a few Bengal tigers, some baby and trick elephants, and a few Mademoiselles Hopitiskipities to ride on bare-backed Arabian steeds, he would produce some posters that would electrify the people. We congratulate the League Meet committee on such a treasure, without joking, though jocosely.

ST. LOUIS.

"BREVITY."

LADISH had a river view of Clarkville taken, intending to publish a photo-gravure of the famous little hamlet, but alas, it came too late for any use, so the curious (and we hope there will be many of them) will have to come and see the "hamlet" themselves. Eck and Munger have entered the road race as trikers, the latter on a Quadrant. Fern, a star man of Clarkville, known as the "mysterious little man," is in for it. Oh, there is lots of fun ahead, and no mistake.

RHODES, with Daniels, his trainer, was expected to-day, and he and Percy Stone go to Clarkville Monday, to remain there. The Clarkville citizens' committee is to-day in town, purchasing advertising material, and they say they expect as many as 30,000 people at the race, which will be embellished by the drills of some crack military companies and bands, and special trains will come from points as far distant as Burlington, Iowa. How this number of people can be housed, unless Pike County is turned into an immense camp, is hard to imagine.

IN town everything goes smoothly, the committee convening twice a week regularly. I learn that the programme is expected to be mailed very soon, and that its cover will be printed in seven colors. I have seen a sample of the menu to be used at the Lindell Hotel banquet. It will greet the eye as a familiar sight. Like the West, its exterior is "tough," and the beauties are hidden within. By the way, speaking of "tough," the Owl's learned discourse on the western "tough" is not pleasing to St. Louis boys, and they have literally covered the Owl with "derision and dust." His tail feathers will get a plucking when he comes over towards the setting sun.

THAT sixty-five mile run of the Missouri into the country last Sunday was a scorcher, and none but "toughs" (beg pardon, Mr. Owl) could have done the distance. The wind blew a "jimmycane," and so hard was the pressure that it prevented old "Solomon" from being coasted. For a wonder the wind held its quarter, so that when the boys headed for the city they just blew in. Two of the chippies climbed Solomons on their way back, hands off. That will give some of your readers of how it "zephpered."

A YOUTH in our city rides a bicycle, and uses it in performing his outside duties as messenger, etc. So satisfactory has this been to the firm that employs him, in the matter of saving time and dimes, for horse car fare, that the firm that employs him made a raise in his salary especially on this account. This is a hint for the firms who have been slow to recognize the merits of the wheel when used in their service by their employees.

I AM afraid our friends will not see the Zoological Gardens a-wheel, as a request that the grounds be opened during the meet has been totally ignored. There is talk of a petition being circulated among the subscribers to the meet fund, to serve as a squelcher to President Green. He would not squelch. The monkeys and the Bengal tigers have expressed themselves as being greatly incensed at the action of the governing powers of the "Zoo."

A RECENT flippant allusion to the meet in the *Republican*, dealing with the "three cranks" chestnut, has been made the object of a reply signed by the chairman of the meet committee, so worded that a repetition is hardly expected. Only twenty wheelmen responded personally to the chief consul's call regarding the offer to produce another illuminated parade, but there were many mail replies read last Tuesday evening, only six objecting to the parade. Further conference will be had with the citizens.

THE Boston Club are making arrangements to take a run out to Massapoag Pond on Decoration day. Capt. Whitney is working the affair up with his accustomed vim, and it will be a gala day for both actives and associates.

NEW ORLEANS.

"SENIOR."

ONE year ago this very day, on the 25th April, '86, the Boston tourists started on their memorable ride. When will they try it again? not this year. The plucky three, however, who made the trip, often look back on the experience and talk it over with a good deal of pleasure to themselves and the lucky ones who may happen to be present during the talk.

THE Young Men's Gymnastic Club, an organization numbering 800 members are considering the idea of building an Athletic Park, with Grand Stand, Bicycle Track, Running Track, Base Ball square, drill grounds and baths. This Club is the finest of its kind in this country, excepting New York and San Francisco. It possesses the material and means to carry the idea to a successful termination. The Louisiana Rifles, Perseverance Rowing Club, four well organized base ball nines, namely the Summersaults, Wintersaults, Flip-flaps and Handstands, are composed exclusively of members of this Gymnasium.

THE smoker Saturday night was a success, and all along towards the "Wee Sma'" hours, a howling success. It was great fun and resulted in eight applications for membership, on the spot. The programme was music by the Club band, songs, recitations, *original remarks*, with ice water and other harmless fluids as occasion required. Will Hughes delivered himself of an original poem, but on account of the social nature of the hour, 12 o'clock, it was not fully appreciated.

THE run down the river to Chalomette and the battle grounds of New Orleans is the proper trip to make now. The new road is getting into good form and will soon be at its best.

PAVING is on the boom and wheelmen are correspondingly happy. Work has already begun, or soon will begin on pavement for Jackson, St. Andrew, Barronne, Canal, Common and Esplanade. These, with shell roads on Washington and Canal will connect nearly all portions of the city.

CHICAGO LETTER.

"VERAX."

THAT lover of the fair sex, "Thistle," has been considerably annoyed of late as to the identity of "Erema," whose correspondence usually appears in the southern press. "Phoenix" certainly gave him a hint that he would have caught on to had he been longer in our midst, as "Erema" is well known to most all of us as one of the veteran bicycle travelling salesmen of the country. Thistle remarks in the *Record*, "Now, I tumble! brother Phoenix might have done so before, but it wasn't much of a blunder after all, was it? Stopcox, eh! Pleasant name for a plumber—more prosaic than Erema, perhaps." I don't know what Erema would say to this, think he would be inclined to request a translation, and properly, no doubt, and he might go still further and question the sincerity of Thistle's regard for the most potent of all rulers of masculinity.

MR. A. KENNEDY-CHILD tells a very pretty little story to illustrate the condition of the present and future of the several companies whose ideas of the law as prescribed in the U. S. Circuit Court, are at decided variance with each other. Of course the story-telling powers of a common, ordinary steel pen will by no means do the gentleman justice, nor would I dare undertake to inspire the reader with any particular and ponderous admiration as does and can Mr. A. Kennedy-Child, still I can give you the gist of it, which is, that an Irishman buys out a panorama, and describes the picture of the Crucifixion to his audience in the language of his native heath, remarking that the thief on the right was the one who repented, had gone to Heaven and was there yet, while the other, poor fellow, did not, and as a consequence had gone to the bad place, and was there yet, but he remarks that the poor sulphur covered sinner, had "sand." This story is not so pithy as it was, hey, Kennedy?

WHITTAKER is hard at work in Peoria training for the Clarksville race, and Prince and Ashinger are doing likewise in the fair ground track—Omaha. All are making fast times and getting into trim. Whit. did ten miles inside of thirty-three minutes, the other day, on a two mile stretch, skipping teams and dismounting at either end. He made the two miles once in 5.27, not so bad, considering he has just got to work.

A VERY artistic piece of hectographing I received to-day from the secretary of the Chicago Club, wherein is announced that the Club has declined to take a new lease of its present quarters, that the officers will provide a place for the next meeting and subsequent ones, if the new club so decides, and that the Leland House has already been decided upon for the May 11th regular monthly meeting. All this sounds rather peculiarly, but there is no mystery at

the back of it. The interested members have been aroused into an activity that can end in nothing but a splendidly equipped club house for some organization, with the bets in favor of the old club. Capt. Ingalls has called a run to Oak Park to-morrow. The Illinois Club as far as I can learn, have nothing startling in prospect just now. No knowing when these youngsters will explode a bomb, however.

THE interest in the coming Pullman road race is on the increase, and the various entries which number well up towards a baker's dozen are much discussed. Ehler and Van Sicklen are strong favorites and are strongly backed by the wager loving portion, of our fraternity. The prizes are about all subscribed, and are sufficiently entertaining to keep the boys training hard. Ehler and Bowbeer have begun to make regular runs to Pullman and are riding under instructions from Whit.

NEW YORK.

"THE RAVEN."

It is now almost an accomplished fact that the Ixions and the New Yorks are taking steps towards a consolidation. Should this be accomplished the Ixions will be cast for the role of bride in this cycling wedding and take the name and glory of the New Yorks.

A club house scheme of much magnitude and many novelties will be the result of the combination.

OUTING, in last issue has a parti-colored full page of Tom Stevens. A close inspection of this, if it be authentic, shows two things, that Thomas has refrained from telling us since his return. His helmet was worn upon his arm, and his shirt was cut so extremely *decollete*, as to immediately impress the average city reader, that Thomas had, in getting beyond civilization, escaped one curse with which it is over-run, he had gotten where at every turning he was not met by a friendly Hebrew with the salutation of, "collar buttons six for five."

THE boot-black on the corner near the club house, is of Manhattan Milesian stock, and the other day, while having my shoes blacked, I asked him where he lived. Imagine my surprise, when he replied "up in the Bungalow village Harlem." Investigation showed that he had been reading the BICYCLING WORLD and seeing in it the proposed venture of the Boston Club in this line, he thought the description answered for the surroundings of his father's shanty upon the rocks in "Goatville," and he had proceeded forthwith to lift it with our credit, showing in that respect at least that he was fit to be a journalist and a wielder of the pen, instead of a pusher of the brush.

UNDER the able management of Mr. I. B. Potter, it seems now almost positive that the N. Y. State Division's Rights and Privileges Bill will become a law. The Park Commissioners are so busy calling and proving each other thieves and liars, that they will allow it to slip through unfought, thus illustrating the truth of the old saw that, "when thieves fall out, honest men get their dues."

THE Harlem Wheelmen held their final "Smoker" on Friday evening, to a crowded house and the event will long be remembered as one of the many pleasant evenings spent by wheelmen during the past winter at cycling club houses. Affairs of this kind have had a marked increase in New York wheel circles during the past season.

THE Ixions closed their winter receptions with an extensive affair on Thursday evening. They extended a personal invitation to every member of the L. A. W. in New York, and it seemed as though every one accepted, judging from the crowd that came and made a most successful affair of it.

THE virtual passage of the Saturday half holiday bill in New York State, is going to prove a very important factor in large, augmenting number of riders there, and may be the means of causing a large tournament to be given either this or next season.

JOHN WANNAMAKER of Philadelphia, gets the three years contract for the making of the league uniform. It appears by some mistake on the part of the gentlemen in charge of making the bid for Wannamaker, that a price was set which will cause the contractor an actual loss upon each suit delivered. When Mr. Wannamaker discovered this, he refused to change his bid, but said having once made an offer he always lived up to it. It seems but in keeping with his reputation that he should do this. He has just paid \$100,000 for the painting of "Christ before Pilate," to place it in his store for the gratification of his customers, and when a man does thjs, why can't he make L. A. W. uniforms at a loss?

THE hint thrown out by the Pope Mfg. Co. that "early closing" will be in order is very prettily conveyed in the handsome card they are issuing broadcast over the country. The design is novel and suggestive. We advise sending to them for one.

PHILADELPHIA.

"DON CÆSAR."

This little city is just plum full of Cyclers. All ages ride and on all descriptions of machines. Three-year-olds on velocipedes, six-year-olds to sixty on the ordinary bicycle, sixty to eighty on safeties and tricycles. And each year sees an increase. Even the ladies ride in goodly numbers. Single tricycles, tandems, and even the never-dying sociables—if with a muscular partner—suits them; but oh, if they might *only* ride the bicycle! Most of the lady cyclists, however, express themselves in favor of the tandem; and no wonder. If she but do enough work to propel her own weight, a good properly enthused masculine companion will send the tandem along at a pace warm enough for most bicyclers. Take for instance a spin through Fairmount Park, any bright Sunday morning. Starting at the Green St. entrance the first wheelmen you will meet will most probably be encased in the dusty, dark green, well-worn uniform of the Germantown club—a veteran club which never calls a run, and yet has an exceedingly good time withall. A club too, which for the intimate kindness of the existing social relations is more like a big family of brothers than a mere athletic organization.

NEXT you will see the steady, blue and gray, sedate uniforms of the Philadelphia Club—the third oldest in the country. It's members are mainly mature business men of the city, and their club house is to them, a pride and a joy forever. And well it may be; four stories handsomely equipped, and with the best possible accommodations, it is very doubtful if we shall have another so good. Their location, too, is close to the Park entrance, is within twenty-five minutes ride of the heart of the city—in our slow-going street railways of course—and is the best possible for the majority of the members.

REACHING a point further North and West toward the Concourse now marking the grave of the old Centennial buildings, at almost every turn in the road you are sure to meet parties of twos and threes clad in the quiet grey of the big Pennsylvania Club's new uniform. Their more favored haunts are, however, toward the setting sun—out the Lancaster Pike to Paoli, or around the Belmont mansion and Georges Hill. They are building a new club house also, the site of which is within a stone's throw of the extinct entrance of the one time "Main" Building.

THE Century Wheelmen, the next largest to the Penna Club, are more apt to be found in larger parties, flocking together for something more like the old time "club run." This is the youngest club in the city, active, energetic and thriving, and in an entirely different location from any of the others. They are located away up town near the only stretch of asphaltum paving with which we are blessed. Their run this week was to Norristown, via Fort Washington, and it is said that numerous headers were the result of the untried roads.

"OUT the Pike," however, is the wheelmen's Mecca and a stroll or ride that way at any time is sure to bring you upon some of each of the above named Club's representatives. This is our scorching ground, our record track, worn with the contests and road scraping of the past eight years. Here the great ex-Mogul of the Penna. Club has many a time and oft dusted his jacket against the hard and cruel stones, whilst o'er his prostrate form rolled the unfeeling cycle. Here we held our first road race—to the tune of four miles in seventeen and a half minutes. Over this course we have trained, from the first of our racing men, Le Conte, Mears, Gibson, Fox and Gideon, it is, just such as ye blessed Bostonese are able to pick out almost anywhere outside the centre of your city. Only last week the University Bicycle club gave it's first road race of twenty-five miles, up and down the stiffest kind of hills, Keene winning in one hour, forty-two minutes, twenty-five seconds. A good run "out the Pike" is a liberal education in road-building to any man. Come on and try it.

RECORD OF
THE WEEK.

It was very proper that the first visitor who crossed the threshold of the new home of the WORLD was "Papa" Weston. We showed him through our spacious Editorial and composing rooms, and we are happy to say that what he saw we had done and what we proposed to do, met with his decided approval and commendation.

KENNEDY-CHILD will be located in St. Louis until after the League Meet. This festive youth always has a good deal to say in praise of the Lager they brew out there; this may account for his admiration for St. Louis.

MARTHA'S VINEYARD cottagers have appropriated \$500 to entertain the Massachusetts Division this summer. If the wheelmen want to go as much as they are wanted, there should be a good crowd at

Cottage City during the meet which will take place about the first of August.

ALL the clubs are arranging for Memorial Day runs or races. Here are a few fixtures: Bostons to Sharon over night, Chelseas to Gloucester, Chicago Club's road race, Cambridgeport, the twenty-five mile road race, etc.

It is said that Gaskell and Rothe will represent the Boston Club in the Eastern Road club race. We wonder who will be the third one of the team. We hear that Kennedy-Child is not unlikely to complete the trio. It would be all right and proper for this old club to put so good a team on the road.

JESSE POWERS on a Columbia Light Roadster, won the five-mile race at the 12th New York regiment games on Monday night.

HENRY E. DECKER has been invited to act as one of the Clarks-ville road race officials.

THE R. I. team road racing association has fallen into a state of innocuous desuetude for the time being, at any rate. Conditions not being favorable.

A CORRESPONDENT to the *Globe* writes, "Boys, look out for that imitation policeman at Wellesly, without uniform or badge. You will know him by the cane he carries, and he will scoop you in if you ride on the sidewalk." It evidently did not occur to the young writer, we presume he is young, to advise wheelmen to keep off the sidewalks.

CHIEF CONSUL HAYES is as busy as a beaver making arrangements for the Eastern contingent's transportation to the St. Louis Meet. Beside the Chief Consul, Col. Pope, Sec'y. Bassett, Representative Emery, Treasurer Lawton, W. B. Everett of Everett & Co., and probably enough more shining lights to fill a special car. Alas! we shall not "shine" on that occasion, our light will remain in Boston, under the old bushel.

WE had a mysterious though straight (oh, of course!) tip that a dark horse, and a dandy too, will enter the 100-mile race this month at Clarksville, and astonish the Western boys. His name is "Norval," but he is a hustler and hails from Beantown. Look out for him ye merry Westerners.

W. W. STALL has had a two-track Columbia tricycle stolen from April 25. The number of the tricycle is 238. The thief is described as medium height, complexion inclined to fair, smooth face, age about 20 years. Look out for him. Stall offers \$50 reward. See advertisement.

THE English papers contain a description of a new pedal that gives an increased leverage during part of the stroke, especially at that part now known as the "dead point" We won't re-print the description, as we do not believe our readers would understand it if we did, suffice it to state the claims.

FURNIVALL and Belding on one tandem and Liles and Turner on another will have a ten-mile brush for blood, down the Ripley Road soon. The betting is in favor of the two first-named. Liles is, however a "bad man" to tackle, and with a good partner will make the Berretta Scorchers and mate, hustle to get there.

THE American team is now in Scotland and it is hoped Woodside and Howell may be persuaded to come together for the first race at Alexandra Park in June. The correspondence is still going on between the principals on the matter of Referee and the distances to be run. Woodside wants a 50-mile race, and Howell wants a 15-mile instead. Howell wants Atkinson for Referee and Morgan names Hillier as a compromise. The team have an engagement at Aberdeen at the Bon-Accord Hall, in which they are open to meet all professional comers.

ON the 16th April, Woodside rode 20 miles 230 yards in the hour, despite the heavy east wind that prevailed at the time. The *Sporting Life* shakes its head knowingly and remarks that Irish timing is not of a character to inspire the utmost confidence.

G. B. MASON and wife arrived at Louisville, Ky., April 25, having ridden on tricycles from their plantation near New Orleans. Their route was up the west side of the Mississippi to Iowa, and from there they are passing through to Chattanooga. They have ridden nearly two thousand miles, averaging thirty miles a day. They will take the cars here. Mrs. Mason had suffered with severe inflammatory rheumatism, and tricycle riding was recommended by her physician. She seems entirely cured. We believe this is the longest tricycle tour ever taken in the country, and as one of the tourists was a lady and the roads some of the way none of the best, we think the practicability of the tricycle as a vehicle will no longer be questioned.

AN OFFER.

We will present the winner of the

One Hundred Mile Road Race,

At Clarksville, Mo., May 24,

A PURSE OF

❖ **\$250 IN GOLD.** ❖

Provided he rides a

RUDGE LIGHT ROADSTER,

And Breaks the World's Record for that distance.

STODDARD, LOVERING & CO.,

BOSTON, MASS.

❖ We are Well Satisfied ❖

That our Bearing is the Easiest Running on the market
by all odds.

That well known St. Louis wheelman, Harry Gordon, remarked the other day, "That he took a run with a couple of friends, who were mounted on new '87 Light Roadsters, and, coming to a hill, the

LIGHT CHAMPION'S SUPERIOR COASTING QUALITIES

were at once apparent, as he ran right away from his friends. But they were not satisfied, and insisted on trying it again with the same result.

IT IS ONE THING TO TALK, and quite another thing to TALK FACTS, "DON'T YOU KNOW."

The latter two have a pretty effectual way of talking for themselves.

By the way, if you want a Catalogue, let us know, and we will mail you one.

We are also mailing OUR SPECIAL CATALOGUE OF TESTIMONIAL, parts, sundries, etc., on receipt of one cent stamps.

Gormully & Jefferey Mfg. Co.

CHICAGO, - - ILL.

👉 Largest Bicycle Manufacturers in America.

THE Pope Manufacturing Company has always advised prospective wheelmen who are not familiar with mechanical construction, to seek the advice of a first-class mechanical expert; and they are willing to rest the question—if there is any question—of the superiority of Columbia bicycles and tricycles with the opinion of any unprejudiced mechanical expert or engineer of ability.

BROTHER DUCKER is now using a type writer for his letter writing and the result is that all Henry E.'s correspondents are raising their voices in jubilation as they now can read the energetic Springfielder's effusions without the aid of an interpreter.

THE date of the first race of the Eastern Road Club, will be Saturday, June 11, and the course selected will be the Dorchester Club course, starting from the east end of River St., thence via the street to Dedham, then Dedham over to Needham, Webster St., Highland Avenue, Dedham Avenue and back over River St. to starting point. The distance is twelve and one-half miles each way.

WOULD that all authorities were like those of Pike County, Mo. They are not content with giving consent to the holding of a race meeting over the Clarksville belt road, but they turn to with a will and spend hundreds of dollars in making that road as perfect as possible, even going so far as to change the curve at some of the corners, the present angle precluding high speed in turning.

THE Cycle thief is abroad, and don't you omit to remember it. Stall loses a tricycle and now William Shakespeare of Waltham, (not of Stratford-on-Avon) finds himself fleeced out of a tricycle, loaned to a "prepossessing young man." Keep your weather eye out for the youth who looks lovingly on your wheel, and is "prepossessing" withall.

ISN'T it fair to presume, that with ten years of experience, the best of material, the most skillful workmanship, the finest machinery and the largest plant, the products of the Columbia factory should excel anything produced elsewhere.

DR. E. Y. BOGMAN, of Providence, R. I., has purchased a Columbia tandem. On one of his recent rides he met several wheelmen, and accepted their challenge to climb the hill in Roger Williams's park. These hills, it will be known, are the ambition of all novices. The tandem went readily up the hill, to the surprise and admiration of the dozen wheelmen assembled.

THE TRICYCLE FOR WAR PURPOSES.

On Wednesday, at Aldershot, Singer's Victoria tandem, with ten riders up, was put to a somewhat severe test. Turning up at the Parade ground at midday, a large crowd had assembled, and Major Fox, head of the Gymnasium, and Col. Wood gave orders that the machine should be tested in various ways. After turning and twisting about in various directions, the machine was ridden across the grass plot, and then a steep hill close by the gymnasium was selected, and Mr. Singer was asked by Mr. Fox if the tandem could be ridden up. Soldiers were stationed up the hill, and at a given word the machine was started, and, to the surprise of every one except the crew, the hill was safely and easily mounted, the riders receiving a tremendous ovation from the assembled thousands. Immediately afterwards the Gymnasium tandem was ordered out, and with two picked soldier cyclists, the order was given for them to mount the hill the ten-in-hand had been ridden up. Before twenty yards the riders came to grief, and returned, unable to conquer the hill. This was a great score for the ten-in-hand. After a trial of speed and break power, the baggage waggon was attached, and the riders served with rifles—carbines, Martinis, and Enfields being given out—and the riders started for a trial run to Guildford, over the Hog's Back. In spite of the extra weight of 300 pounds, and the awkwardness of the rifles slung over the shoulders of the riders, Guildford was reached in one hour three minutes, and the steep High-street ridden up at a steady pace. Ripley was made for tea, and Aldershot duly reached again, after a two hours' ride. On Thursday further experiments were made, and in a day or so a public trial will take place before the heads of the War Office. The Singer-Victoria ten-in-hand tandem tricycle was yesterday morning put to a further test at Aldershot, before Major-General Sir D. C. Drury Lowe, Major-General Smith, and the officers of the cavalry brigade. In turning, break power, high speed, disconnecting, and carrying of two to ten riders, it was put to a severe test over the rough roads in front of the cavalry barracks. In the afternoon the machine was taken to the celebrated Fox Hills, and safely ridden and pushed through the deep sand and over the gorse bushes to the summit. The hills on the return journey were all ridden. A final test was made by loading the tandem with ammunition boxes weighing 178 pounds, but the difference in speed was not noticeable. Lieutenant-Colonel Saville, of the Royal Military College, Farn-

borough, afterwards took a seat on the tandem, and a fast run of thirty-three minutes was made to Sandhurst. The crew were shown over the College and entertained by the Colonel, who expressed himself highly pleased with the machine.—*Sporting Life*.

TRANSPORTATION TO ST. LOUIS.

IMPORTANT.

WHEELMEN of the New England States, (except Conn.), who intend going to St. Louis will please communicate at once with H. W. Hayes, 91 State St., Boston, who will furnish full particulars as to time-tables, rates of fare, etc.

The N. E. delegation will leave Boston via Fitchburg R. R., May 17th, at 3 P. M., and application for tickets must be made on or before the 10th inst., in order to secure proper sleeping car accommodations. Arrangements will be made for those that desire to spend a day at Niagara Falls on the return from St. Louis. The special reduced rates from N. E. points can only be obtained by certificate signed by H. W. Hayes..

TRANSPORTATION TO LEAGUE MEET.

IMPORTANT.

WHEELMEN of New York City and vicinity who intend going to St. Louis will please communicate at once with Geo. R. Bidwell, 313 West Fifty-Eighth St., who will furnish full particulars as to leaving time of train, rates of fare, seven cents. The party from New York and vicinity will leave via West Shore R. R., May 17, 5.40 P. M. Early notification is desired in order to secure proper sleeping car accommodations. The reduced rates as published in a recent issue, can only be obtained by certificate signed by Mr. Geo. R. Bidwell.

We will print time table later.—[Ed.]

WHEEL CLUB NEWS.

THE Massachusetts Club have called runs for the 6th, 7th and 30th May. The first to be a "moonlight" to Newton, the second a ditto to the reservoir, and thence home via Hammond street and Jamaica Plain. The last will be a run to Lynn, to attend the Decoration day races. Capt. Peck reminds members that a seven mile gait will be observed, hence the "slow and sures" need not be afraid to turn out.

THE Springfield Club had the first run of the season last Monday. Starting from the club rooms at 7 A. M., they wended their way to Longmeadow, and there partook of a "May breakfast." Capt. Eldred is bound to inspire the boys with some of the old-time liking for these "club outings."

HOLYOKE now boasts of two clubs. The older one, the Holyoke Bicycle Club, have no abiding place, while the younger organization, "The Wheelmen," are comfortably quartered in Tilley's High street block. The old Holyokes, however, talk of building. By the way, we notice that Secretary Brown of the latter club has returned from his wedding tour.

THE double-grip handles used on the Columbia machines seem to be the popular handles of the day. One of their principal advantages is the easy rest they give the hand while riding upon smooth roads.

THE Bay City Wheelmen of San Francisco, Cal., invite us to a *Guadeamus*, on the occasion of the house warming of their new and more commodious quarters at 230 Van Ness Avenue. They kindly advise us that specially made ventilators have been put in so that our editorial eyes may not be blinded with smoke. They further ask what we will take, and mention a decoction they call "Welch's punch." That will suit us to a T. We wish we could except the Bay City's invitation, but 3000 miles is a long distance to walk, we therefore fear that the *Guadeamus* will have to go ahead without us.

SOME Vandals who have been permitted to enter the grounds of the Lynn Track Association on Sundays during this spring, have been amusing themselves by deliberately injuring the track surface. We not know of any better treatment of such fellows, than the vigorous application of a thick boot, enveloping a foot attached to the leg of a John L. Sullivan. This treatment is even too mild for such Goths.

The following are the officers of the St. John Bicycling Club for 1887:—President D. C. Robertson, Captain C. Coster, First Lieutenant H. C. Page, Second Lieutenant G. M. Robertson, Secretary Treasurer W. C. Fairweather, Managing Committee, W. A. Maclauchlan, J. M. Barnes, G. W. Merritt. By the time this appears in print, our riding season will have commenced, skates, toboggans

and snowshoes having been laid away. The Club has just reason to be proud of their success during the past season, both as regards individual mileage and touring. Wheelmen and others in this section are just beginning to see the great advantage the bicycle offers for journeying and taking in the country, and I don't think there are any roads through the lower Provinces that cannot be traversed in this way. It is altogether likely that some of our riders will organize a tour through Nova Scotia, including the far-famed Annapolis Valley, during August or September when the apples and cherries are ripe. [Better take some Jamaica ginger along.—Ed.] The Club has decided to offer first and second prizes to members riding the greatest number of miles between the 1st of May and 1st of November. This, it is thought, will tend to make some of the members take more interest in riding than heretofore.—*Jim*.

THE undersigned, having been appointed a committee, desire to express the sorrow of the Massachusetts Bicycle Club for the loss of their much-esteemed fellow-member, Mr. Horace B. Wilbur, and their sympathy with his family in their great bereavement. We greatly miss his genial presence amongst us. Although the oldest member of the Club, he was always one of the youngest in spirit and sympathy. We can only say that every member of the Club feels personally his loss, as a member and a friend.

Resolved: That a copy of these resolutions be forwarded to his family and to the press, and be placed upon the records of the Club.
(signed)

W. M. Farrington,
A. D. Salkeld,
Chas. B. Goldthwait.

Last Thursday, the Massachusetts Club gave the last, and we think the best, Athletic exhibition of the season—It is very evident that the taste for these displays of skill and endurance is fast on the increase among cyclists generally, and the members of the club in particular, and we must say we are glad of it. The interest shown in the art of sparring by members, has grown wonderfully during the past winter season and men, who a year ago scarce knew a boxing-glove from a base ball bat, are now quite proficient in the use of the mittens. This was peculiarly observable last Thursday night, and the very clever sparring in the several bouts was loudly applauded. Several Harvard men came over to have a friendly set to with the Bi. boys and help make the affair a success, which they did in a very lively and satisfactory manner. To Messrs Williams and the Ethiers, is due the credit of the success of these Athletic nights, a success which we hope will stimulate other Clubs to branch out in a like manner during the non-riding season, so that when spring comes the wind and muscles of the snow-bound cyclist will not be so out of kilter as they are apt to be after a long winter's rest and laziness.



THE new department which has been relegated to our unworthy hands will, it is hoped, interest our readers in part if not wholly. During the past season the fact has been called forcibly to our attention, that cyclists are taking up the art of photography to a considerable extent. The affinity is easily explained. Amateurs as a rule practise "viewing" and our cyclists, constantly communing with nature, imbibe a respect and love which leads them to desire a lasting impression of her face, the same as we value the portrait of any dear friend. The immense advance in photographic apparatus, and its adaptability to amateur uses, furnishes the means to satisfy their craving, which riders as well as others are not slow to adopt.

PROBABLY no other class of locomotion in vogue furnishes capabilities for the enjoyment of varied nature as does the wheel, and we can suggest no combination greater suited for enjoyment than a cycle and camera in the hands of one familiar with their uses.

WE have been surprised to find so many cyclists who have long been devotees of the "black art," and recall one occasion when, while enjoying the hospitality of a Camera Club in a neighboring city, we found the first five members with whom we conversed, all old bicycle riders.

THE foregoing explanation may be necessary, the same as it is often found necessary to explain to remote strangers in the Southern hills, who after passing a Rip Van Winkle like existence, appear to find that the 'war is over.'—*Wal naouw.*

WE shall not endeavor to feed the public with the outgoings of our great mind, for like the lamented 'Josh' we "haint none," but we do hope that those interested in photography, especially as pertaining to cyclodromy, will drop us notes of their experiences, which will be published for the benefit of the WORLD's readers.

SEND us notes in anything you may think interesting, new developers, apparatus, plates, prints, and processes, are needed and the experiments of the masses of to-day are what to draw from as to the wants and necessities of the future. Send us some of your best prints, and give experiences on and off the wheel.

UNTIL we can establish a good corps of correspondents, our matter will be made up largely of clippings from contemporaries, devoted exclusively to photography, endeavoring of course to cater as directly to the tastes of cycling photographers as is possible.

WITH this short introduction, we again declaim any particular adaptability for our present position and ask your assistance in making our columns attractive.

Very truly yours,
The Photographic Editor.

CHIEF CONSUL HAYES is busy on the road book of Massachusetts, he never takes a ride over a new route but that he takes copious notes for "future reference."

THE Springfield Club are trying to remember if they ever received a "thank you" from the Women's C. A. for the noble work the Springfield Club Minstrel troupe did in strengthening the treasury of the W. C. A. The members are one and all trying to recollect that this Association even had the decency to acknowledge the kind services by a word of thanks, but they cannot.

JOHN S. PRINCE and G. M. Small went hunting on Papillion Creek, near Omaha, lately. They also went into the creek, through the treachery of an impromptu bridge. "What did you get?" inquired an acquaintance who met the forlorn hunters on their return trip. "We-we—go-got—we-wet," chattered Prince. And Small smiled as he shivered.

WE have been wondering where the "Colonel" has gone to. The *Athletes* columns are an arid waste since the lively and not over complimentary Boston correspondent has subsided. Can it be that his identity is discovered and hence his usefulness departed.

DENVER, Col., with a population of 70,000 has nearly 400 riders, not nearly the number one would expect to find in a city where the urban and suburban roads are as fine as any in and around Boston. A gentleman who has been sampling the roads and climate of that city, writes to an exchange in the most enthusiastic way. He says: "There is not a paved street in Denver, nor is there any need of pavement, the natural soil becomes packed so hard and smooth by travel that it furnishes an unequalled road-bed."

KARL KRON's latest report to us, says: "Two days ago, I finished the last of the indexes, which I've been struggling with since the 1st of January, and in two days more I hope to have the final copy ready for the printers. The book will be dated 'May 4,' and I hope to be sending copies of it to 'paid subscribers' within ten days afterwards. The actual issue of 'X. M. Miles,' (\$2 to non-subscribers), will be proclaimed in the advertising columns of all the cycling papers."

OUR old friend, Fred Beckers, he of Mount Washington fame, has been rustivating among the Mormons. He found some splendid cycling roads in the journey through Denver, Leadville, Canon City and Salt Lake City. He reports Knapp as having abandoned racing.

IF our esteemed contemporary the *Cycling Journal* had only looked at our issue of March 11, page 328, he would have noticed that we published the description of the Facile Tricycle, three weeks before our New York contemporary.

JACK PRINCE wants to make a novel bet as to his ability to shoot 100 birds without once getting off his bicycle. We must say we do not believe it can be done.

MESSRS. H. W. HAYES of Massachusetts, and Geo. R. Bidwell of New York, are laying in big licks so as to combine the two Divisions as much as possible, and go on to St. Louis in one grand excursion. The programme includes a stop at Niagara Falls on the return trip.

FOR ten years the majority of American riders of first class machines have ridden Columbias, and are riding Columbias to-day; the best possible evidence that the Columbias, for all around or special use, are superior to any other machines in the market.

A FEW NOTES FROM NEWARK, N. J.

THE new club house of the Union County Wheelmen will be ready for use by Decoration Day, and the boys say it will be a daisy. T. Burnet of this club, has ordered a 49-inch Columbia Light Roadster for his mount in the road race. E. Moore and A. Farrington are also to ride in the team, and "Jonah" in *The Wheel* names E. R. Collins as a probable rider. This is rather surprising, considering the fact that Mr. Collins has been ordered by his physicians to take absolute rest for some months, he having had a severe attack of Nerve Paralysis. Secretary Pierson would make a good one to complete the team.

C. W. HIGGINS and Charles Ingraham of the New Jersey Wheelmen, acted as an escort to Mr. George T. Crissman of Branchville, N. J., through the Oranges and up Eagle Rock, on Sunday. Mr. Crissman pronounced Eagle Rock a stunner, and thought it required a good man to pedal to the summit without a dismount.

D. B. BONNETT, of the Elizabeth Wheelmen, has reeled off over 1000 miles since 1 January, in competitions for the club medal. "Little" Caldwell is also rolling up a record, and takes a regular morning constitutional on the Boulevard, getting into trim for the road race. Caldwell is young in years but is "all there" when it comes to endurance. Other members of the team are also putting in road work, and they propose to at least make the team which heats them *ride* to do it.

CHARLES B. BOOTH, of East Orange, has gone to Washington, D. C. He has taken his bike along and intends to satisfy himself as to the claims made for good riding in and around the Capitol.

ABOUT one and a half miles of new streets in Orange are to be provided with lamps. This will be good news for wheelmen who do night riding in that locality.

MESSRS. KLUGE, Stenken, McAaron, and Campbell, and Dr. Johnson, of the Hudson County Wheelmen, took a long distance outing on Sunday. They went from Jersey City to a point about nine miles beyond Morristown and return, a distance of nearly eighty miles. The trip was not entirely without incident, Dr. Johnson going over an embankment, escaping, however, without any broken bones. Stenken took a notion to kiss mother earth while crossing the meadows, and Kluge followed with two tricks of the same kind near Morristown.

CHARLES E. KLUGE has finally decided that he will *not* participate in the Clarksville (Mo.) road race. In the first place he has not sufficient time in which to put himself in proper condition. In the second place he does not think it will pay him to "go in and win" one big race, and by so doing incapacitate himself for fast track work for some time thereafter. Kluge will go to St. Louis during the L. A. W. meet for the purpose of exhibiting the King wheel.

THE Hudson County Wheelmen is now the largest club in New Jersey, having about ninety names on its roll. The members are compelled to travel over one mile from their club house before good riding roads are found. It is nearly time that the boys begin to try their persuasive powers upon the Jersey City "Fathers."

A NUMBER of the New Jersey wheelmen met at the corner of High street and Clinton avenue, Newark, N. J., Friday afternoon, and took a run through the suburbs, and report a good time. This was their first run of the season, but they propose hereafter to take a run each week. The N. J. W.'s are coming to the front, steadily and it will not be long before they will have a membership roll as large as any club in the State.

THE Essex Bi. Club members turned out in good numbers on their last Saturday's run. The wind tossed one of the boys out of his saddle at Montclair, where the wind was so strong that a church at that place which was in process of construction, was completely demolished.

REHER, SAICH & Co., will positively have two of the King bicycles ready for the market this week.

THE Atlanta Wheelmen, of Newark, N. J., a very conservative young club, composed almost entirely of residents of the upper portion of the city, is one of the most pushing organizations in this vicinity. The club was organized a little over a year ago, and has been steadily growing ever since. While nearly all the members are L. A. W. men, they prefer, as an organization to be independent, and are therefore not bound by any L. A. W. or A. C. U. fetters. The members, to a man, are riders, and a number of them have done considerable in the way of covering distance.

In order to give the members, one and all, an opportunity to display upon their vests at the end of the season something which should be proof to an "ever doubting public," as to what they are capable of, a number of medals have been offered, which will be awarded under the following conditions:

1. A gold medal, suitably inscribed, to every member covering 100 miles within 24 hours. Conditions: The 100 miles must be covered between 12 o'clock, P. M., one night, and the same time the following night, over a course of not less than 16 2-3 miles to a round trip, the same ground not to be covered more than once on any one trip. Certificates are furnished which must be properly filled out and delivered to the secretary of the executive committee, within 48 hours after the completion of the ride, all to be verified to the satisfaction of the executive committee. A straight-away course is optional, but the conditions will be the same. Medal to be awarded at a regular club meeting, within a reasonable time after the approval of the executive committee.

2. To the member riding the greatest number of miles during the year. Conditions: All members competing must be provided with an accurate and reliable cyclometer, and one of the certificates (printed for the purpose) must be properly filled out and delivered to the secretary of the executive committee, at *each* regular club meeting, of the distance covered the previous month. No record will be accepted of distance made without cyclometers, as above specified.

3. To the new member joining the club before July 1, who makes the largest average distance per month, counting from the date of election to membership to January 1, 1888. Conditions, same as No. 2.

4. To the member attending the largest number of club runs during the year. All road officers debarred, excepting color bearer. Conditions: Members competing for this prize must be at the start, and go over the entire course, except in the case of accidents. The captain to make returns to the secretary of the executive committee each month of the members attending. *Note*—Violation of any of the above conditions will debar any member from receiving a prize.

RATCHET.

THE Trade this year opens in this country with the most flattering promise. The record of sales, as obtained from every manufacturer and dealer places the total of orders received, far ahead of any previous year. In fact, in a great many cases duplicate orders with the manufacturers at home and abroad have been placed, with instructions to hurry.

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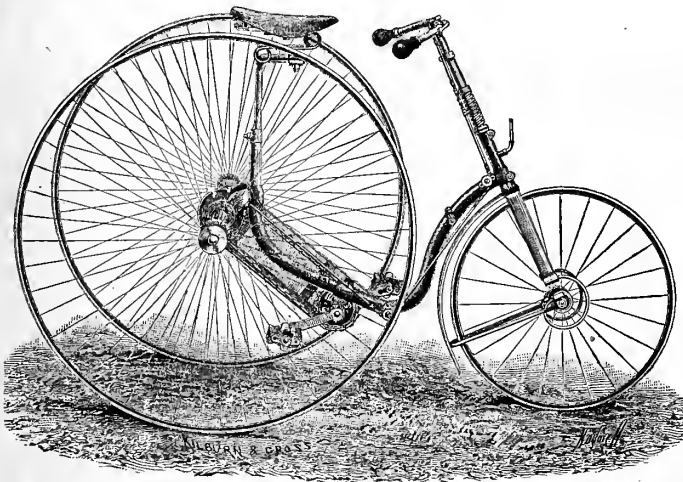
AFTER years of meditation, hesitation, and procrastination, which encouraged the less scrupulous amateur riders to believe that their little arrangements with the makers would not be interfered with, the N. C. U. made a plunge into the troubled waters, and impaled upon their tridents nine sinful riders whom they do not actually pronounce guilty, but whom they "suspect." Having selected these nine riders, a dead stop has been arrived at, and the cynic can amuse himself with the spectacle of these handful of men looking on at races where men equally guilty with themselves are competing with impunity.

THE Pope Manufacturing Company is one of the very limited number of bicycle manufacturers, and the only American manufacturer which uses seamless steel tubing for felloes, the great expense of this material and its necessary work upon it keeping nearly all of the manufacturers from using it.



COLUMBIA TRICYCLE.

POPE MANUFACTURING COMPANY, BOSTON, MASS.



THROUGH the courtesy of the Pope Mfg. Co. we are enabled to place before our readers, a description of the tricycle they are putting on the market this season.

The Pope Company in common with other manufacturers, are thoroughly alive to the rapidly increasing demand for a three wheeler as an economical and thoroughly practical vehicle for use by both sexes. This tricycle has been designed with a view of embodying all the general ideas that have, by actual test, proved of absolute value, and of course they have added ideas and details of their own, suggested by experiments and experience. Simplicity of construction combined with strength has been the result aimed at—Lightness, but *not* at the expense of strength, has been carefully considered, and wherever weight could be saved, the superfluous metal has been done away with. It is proven that the handle bar steering is the almost universally accepted type of machine for both ladies and gentlemen, and so this style has been adopted. The axle is no doubt the part of a tricycle that requires the most careful consideration, as the strains to which it is subjected are of the most severe. The axle on the Light Roadster Tricycle is very similar to that on the tandem. It consists of a strong tubular axle carrying the wheels, and an outer axle taking three bearings upon the inner section and having its connection with the latter, and with the driving-wheels, through the balance-gear at the left side. The bearings between the axles are so

made and placed as to add much strength to the whole. Upon the outer section the upper sprocket-wheel and the brake-drum are firmly pinned and brazed, and on either side of these, at such a distance apart as to afford the greatest strength and to remove the danger of springing of the axle, either by jars caused by the driving-wheels coming in contact with obstructions, or, on the other hand, by the heavy strain of the chain, are the bearings in which the axle turns, and through which it has its connection with the main frame of the tricycle. They use but two main-frame bearings, for the sake of simplicity; they present no difficulty of alignment, a very ready and ample adjustment. The wheels are 40-inch and 24-inch, and are made with direct spokes enlarged at both ends, headed at the rim and screwed directly into the hub flange. The felloes, or rim, are the well-known Columbia hollow pattern, and are of the best cold-drawn seamless steel tubing. The central loop of the frame is of one continuous piece of tubing, passing vertically upward through the main frame bracket, and tapered to receive the adjustable seat-rod. At the front it presents the Copeland patent socket steering-head in which the tubular steering-spindle turns, with a cam shoulder at the lower end to automatically retain the steering-wheel in a straight position, and a neat ball-bearing and a spiral spring above, affording an even and adjustable tension. This spindle is firmly fixed to the tubular front fork, and at the top receives the straight arm of the handle bar, which is adjustable up and down in it. Strong spiral springs at the fork ends, and carrying the steering-wheel, serve to effectively take up the vibration which has in some cases been a source of complaint in this type of machine. The driving gear is similar to that in others of their machines, with the Wallace interchangeable sprocket-wheel, and the admirable Ewart forged-steel detachable-link chain. The lower sprocket-wheel is carried upon the central loop by a strong bracket, the position of which may be adjusted when so desired, to change the direction of the rider's thrust upon the pedals. The brake arrangement consists of a strong strap-band, drawn around the drum upon the main axle by means of an adjustable rod and chain connection with the brake-lever at the handle-bar. The means of adjustment for different riders are ample, and all changes may be easily and quickly made. The equipment of the machine is complete, and its finish is of the high quality for which Columbias have become justly noted.

BRIEF.—Two 40-inch driving-wheels, and one 24-inch front steering-wheel. Endless moulded pure rubber tires, 3-4 inch to drivers-3-4 inch to drivers, 3-4 inch to steerer. Double axle, of seamless tubular steel, with side balance gear (Whitehead and Pope patents) Copeland socket steering-head, and adjustable automatic handle-bar steering. Hollow curved handle-bars, adjustable (Overman patent) for height. Vulcanite handles (Moran patent). Adjustable (Overman patent) L seat-rod. Cradle-spring (Harrington patent). Adjustable long-distance saddle (Knous patent). Central crank and chain driving-gear. Wallace patent sprocket-wheels. Ewart patent forged-steel detachable-link chain. Detachable cranks (Knous patent). Columbia "double-grip" rubber (Latta patent) ball pedals (Peters patent). Columbia adjustable ball-bearings (Peters and Wallace patents) all around. Foot rests. Lantern bracket. Wire dress-guard. Tool-bag, with oil-can, screw-driver, and monkey, wrench. Width of track, 31 3-4 inches; total width, 37 1-2 inches. Gear, 47. Weight, 70 lbs. Finish, enamel with nickelled tips.

ED. WILCOX has retired from the road permanently, and has gone to Memphis, Tenn., where he will look after the interests of the Gormully & Jefferey Mfg. Co., his territory embracing the entire State. Associated with him in the enterprise is W. L. Surprise, who used to publish the *Southern Cycle*. They have secured the Natatorium there and will open a large riding school and put in a complete line of the American Cycles. They expect to have one of the best appointed establishments in the Country, and as they are both of them busters, success is not an improbable prediction. During the dull months they propose giving up a portion of the building to a swimming bath, and when cold weather comes a first-class racing track is the talk.

THE Columbia Bicycle is the only machine that has been ridden around the world. It has been ridden the greatest distance within the hour, has been pedaled across the continent many times, and its riders hold the best world's records.

ABOUT the same date Keeley perfects his motor, and Karl Kron's X. M. Miles, rests on our Editorial table, Aluminum bicycles will be on the market selling for less than the ordinary steel machines of to-day. About this time also, the spider suspension wheel will have been entirely supplanted by the ordinary wooden wheel of commerce. We will bet on Karl Kron's venture crossing the tape first, however.

CLAIMS can be as thin as the paper they are printed upon. The Pope Manufacturing Company back up all their statements with a showing of facts.

SINGER CYCLES.

1887 APOLLO.



Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.

THE OTTO PATENT Corrugated WIRED TIRE

Is used on all our

1887 APOLLOS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.

1887 CHALLENGE.



No Finer Wheel was ever made for the Money. \$105 includes Spade Handles, Balls to Both Wheels, Enamel and Nickel Finish, and Detachable Bars. Otto Tire.

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus ~~~~~ It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

S. S. S. NO. 2.



Staunch, Safe, Reliable.
Easy to Ride.

A Superb Hill Climber.
Otto Tire.

A FINE LOT

—OF—

SECOND HANDS

—AT—

VERY LOW
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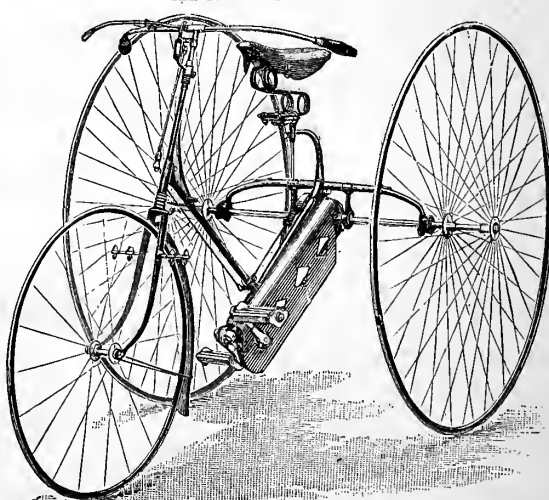
Bicycles,

Tricycles,

—AND—

Safeties.

APOLLO SAFETY.



For Ladies and Light Weight Gents. Light and well made Four Bearing Axles. Otto Tire.

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CYCLISTS' TOURING CLUB.

F. W. WESTON,
Chief Consul,
Savin Hill, Boston, Mass.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State Consul of the State in which the applicant resides.

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bettinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—F. J. Pool, 3 Broad street, New York City.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, West Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected:

J. B. Wright, 1145 Bedford avenue, Brooklyn, N. Y.

J. F. Lunenburg, M. D., 1123 Arch street, Philadelphia, Pa.

APPOINTMENTS.—Consul for Canal Dover, O., Emmet C. Dickson.

NOTICE.—On and after the 1st day of May, Mr. Frank W. Weston will re-assume active duty as U. S. Chief Consul of the C. T. C. Mr. Weston's address is Savin Hill, Boston, Mass.

FOR SALE OR EXCHANGE.

FOR SALE.—One 58-inch Royal Mail, nickelled, 1885 pattern, in excellent condition, ball pedals, Lillibridge saddle, etc. Address, CHAS. F. JONES, P. O. Box 285, Newton, Mass.

FOR SALE.—New Humber 56-inch racer, twenty-two pounds, will accept first reasonable offer. Address, H. M. P., 218 Bay street, Jersey City, N. J.

FOR SALE.—52 in. Victor, balls all round. In excellent condition. With or without cyclometer. Address D. W. N., No. 30 Summer St., Boston.

FOR SALE.—A 52-inch Full nickel, 1886, pattern British Challenge bicycle. Ball Bearings, and all the modern improvements. Also bell and standard. Has been run but four times, and is as good as new. Cheap for cash. P. O. Box No. 41, Troy, Pa.

I HAVE A 52-INCH EXPERT Columbia which I would like to exchange for a good Gold Watch, of some Standard make. Machine is in good condition and is worth about \$75. Address C. H. DELAND, Thompsonville, Conn.

BICYCLE TACTICS; 3d Edition; revised; enlarged; has bugle calls; price 20 cents. Send two dimes side by side, wrapped in piece of paper. T. S. MILLER, 23 So. Jefferson St., Chicago.

FOR SALE.—A 54 inch Expert Columbia bicycle. Full nickelled; nearly as good as new. Will sell for \$50. A bargain. Address M. E. LOVELAND, Potsdam, N. Y.

BICYCLES FOR SALE.—Bicycles and tricycles, all kinds, descriptions, and prices, from \$35 upwards. Call and examine or send for list to RUDGE AGENCY, No. 152 Congress street, Boston, Mass.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle, 46-inch, nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLES AND TRICYCLES, new and second-hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.

FOR SALE.—One 50-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, O.

PERSONS having a 53-inch Columbia Light Roadster, or a 48-in., 50-in., 52-inch, or 54-in. Columbia Bicycle, can find a purchaser by addressing CYCLE, P. O. Box 534, New Britain, Conn.



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For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

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THE WHEELMAN'S GAZETTE,
SPRINGFIELD, MASS.

L. A. W. 100 for \$1.25.
CARDS. 200 for \$2.25

Star Riders, 50 for \$1.25.

With Name and Address.

755 Broad St., Newark, N. J.

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Attention, Cyclists!

Tucker's Elastic Strap.



Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the Ankle and free from the Wheel, with nothing visible from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached.

For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers,

TUCKER & HUBBARD,
P. O. Box 1029. Hartford, Conn.

For sale also by A. G. SPAULDING & BROS. at their Agencies.

Liberal Discount to the Trade.

Price, 25c. per pair (mailed).
Full directions with every pair.

NOW IS THE TIME!

to procure your touring outfit, and it will not be complete without a "Z. & S." Bundle Carrier. Price reduced to \$1.50. Made to fit any Machine.

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OUR SPECIALTIES.

ECLIPSE LAMP, NICKELLED	\$4 50
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Send for circular. Special discounts to agents. I want an agent in every city and town in the United States. WRITE NOW.

W. C. BOAK,
Importer of Bicycle Sundries,
LE ROY, NEW YORK.

A few Second-hand Wheels for Sale Cheap.
Write for Prices.

Bicycles and Tricycles 1886.

NOW RECEIVED.

Price, \$1.50 Cents.

WELL DONE, QUADRANT!

Weatheroak Hill, Birmingham

CONQUERED ON AN ORDINARY

Roadster Quadrant Tricycle,

GEARED TO FIFTY-FOUR INCHES.


"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before."—THE CYCLIST, MARCH 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses, he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Allard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber."—WHEELING, MARCH 9, 1887.

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times."—EXTRACT FROM MR. BIRD'S LETTER TO THE QUADRANT TRICYCLE CO.

These Facts Proclaim the Quadrants

THE BEST HILL CLIMBERS OF THE AGE.

 This is the same style of Quadrant that has a record of one mile in 2 minutes and 38 seconds, on the road.

1887 PATTERN QUADRANTS NOW READY FOR DELIVERY.

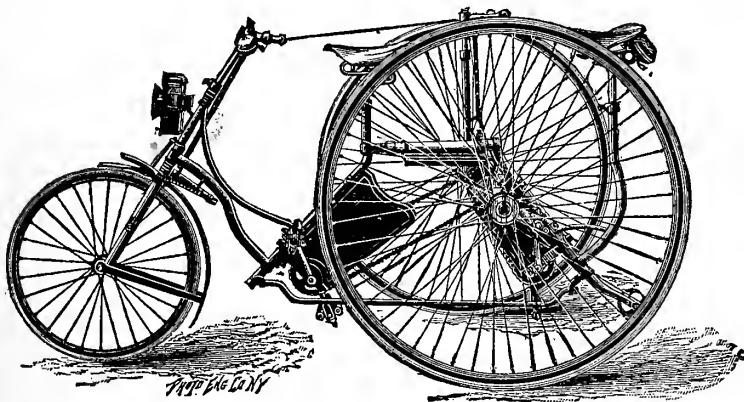
**Samuel T. Clark and Co., Sole U. S. Agents.
Baltimore, Md.**

CUNARD

**BICYCLES.
TRICYCLES.
TANDEMS.
SAFETIES.**

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

D. ROGERS & CO., Gentlemen;

Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best Tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is *the only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine will ever be*.

(Signed) T. J. KIRKPATRICK.

SEND IN your Orders for Spring Delivery, and Don't Get Left.

D. ROGERS & CO. Sole Importers, 75 Clinton Avenue, Newark, N. J.

Send for List of Shop-worn Machines, which must be sold to make room for Spring Stock.

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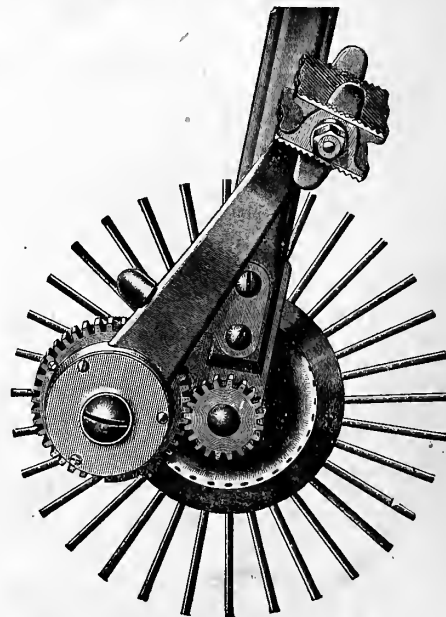
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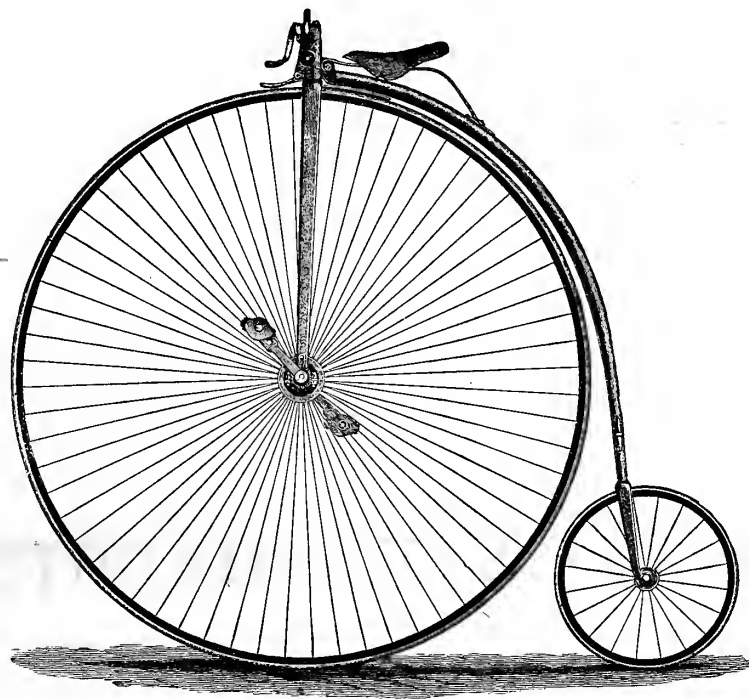
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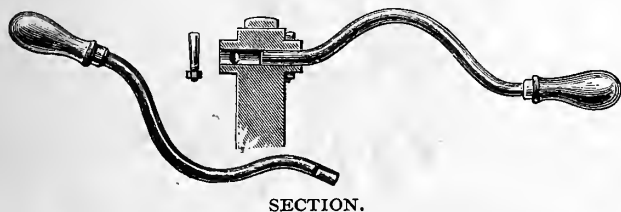
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Volume XV.
Number 2.

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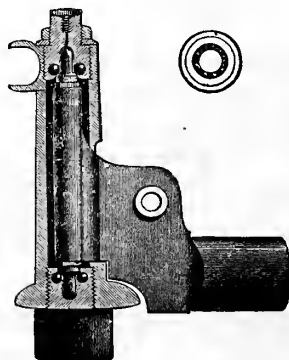
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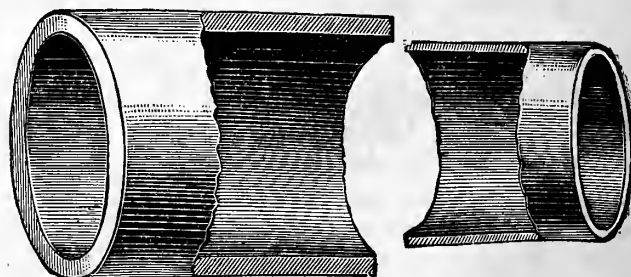
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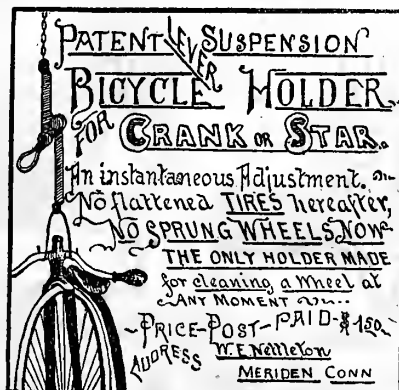


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BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 13 MAY, 1887.

IT is not to apologize, but rather to crave the indulgence of our readers, for the errors which crept into our columns last week. It was our first attempt at doing the mechanical work of a paper. We had just moved our office, and things were in great confusion. Mechanics, artisans, and laborers, were bothering, irritating, and hindering us; even now we are surrounded with painters, carpenters, gas fitters, plumbers, and a whole tribe of noisy workmen, who convert our office on floor number sixteenth, or thereabouts, into a pandemonium of distracting sounds. Moreover, we become very tired when we reach our high estate; for sympathetic reader, no elevator yet slides up to our lofty sanctum, and even cyclers legs get weary with much climbing of stairways. But all will soon be well and better than it has been, for we are now better equipped to produce a good paper than ever before. We shall do our best to please all who accord us their support, and intend the WORLD shall still keep in the lead.

THE *Boston Post* devotes nearly a column leader on the subject of the coming uses of the cycle for war purposes. It sees in the results of the late tests in England a tendency to enhance the dignity of the wheel, and to place it on a plane that will compel the respect of those, who heretofore have been inclined to scoff at the bicycle as a "mere toy," a "passing craze."

BOSTONIANS are inclined to look with favor on things English, and the enthusiastic reports of the success of the cyclist corps has created a desire on the part of some of our local wheelmen with military tastes, to form a company of soldier cyclers. We understand that a meeting will be called of those interested, in a short time. Any wheelman who would like to join such a company of volunteers, can send their names to "Military," care of this office.

THE American team is evidently a drawing card, and creates great "gates," even in poor Ireland. At the Dublin race meeting, the receipts this year were about eleven hundred dollars, as against two hundred and fifty dollars a year ago. We hope some of these shekels found their way to the pockets of the Yankees, and we doubt not, the shrewd Morgan saw to it that they did. This announcement will make some of our fast men wish they too had gone over, though the total "gate" seems small as reckoned by the Springfield standard.

THE members of the Racing Board may all wear diamonds and possess other precious stones of great value, but that jewel known as "Consistency" evidently is not numbered among the specimens. The position taken by the Board that an amateur may race a professional on the road and retain his status, so far as they are concerned, but cannot compete with a fellow of the ostracised class without becoming a pro. on the path, is a ruling that "Solomon in all his glory" could never have evolved. This is proving, with a vengeance, that there is a vast difference between "tweedle-dee and tweedle-dum," and that black becomes undoubtedly white, under certain circumstances.

A LEAGUE member, "No. 2747," in a long letter to the *Bulletin*, complains that the "regular cycling papers" have taken a mean advantage of the League in securing news ahead of the *Bulletin*, and accuses us of stabbing the national organization in the back. He earnestly expostulates with us for publishing League news before the official organ, and he seems to regard this as a blighting wrong. We suppose in order to suit Mr. "No. 2747" we should applaud every act of the League officials, we should firmly refuse to publish the news as soon as we can get it, and generally conduct our paper without any regard to the requirements and claims of our patrons and publishers. Until Mr. Bassett took the reins of office, we had no occasion to acknowledge any courtesy from the officials for news, but to the present incumbent, we are indebted. "No. 2747's" captious criticisms that we are too previous in securing our news, is too purile to notice seriously.

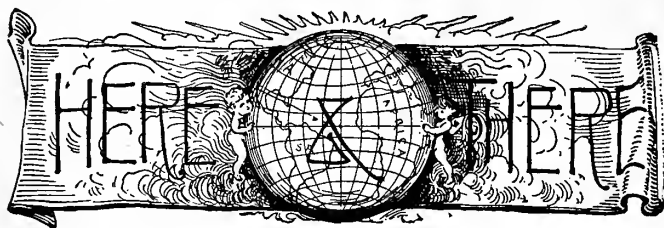
ONONDAGA County, New York, can boast of some sensible legislators, at all events. It is only a pity the majority could not see that it was better for the public to have its county convicts working on its neglected roads, than competing with honest labor. Wheelmen in the county should join with the laboring men, unite the farmers, induce horse men to use their influence and secure the support of manufacturers, and make the abolishment of convict labor and the improvement of county roads the issue. Good highways will give cycling a healthier and more permanent boom, increase the pleasure of the sport, and anything that will secure that should be taken hold of with vigor.

NEW JERSEY is always spoken of in a jocose way as being a section of country outside of the United States. The decision of the two courts in Burlington Co., fining a cyclist because he and his machine frightened a couple of mules, makes us almost believe that "Jersey" is a foreign country. Foreign in its ideas of the fundamental principals that govern the rest of this great country of ours. If Jersey has any pride it will see to it that this absurd ruling is promptly reversed.

ALAS! we shall never look on his like again. We allude to "the Colonel," that spicy correspondent—late correspondent, we should say, of the *Athlete*. His appearance was as startling as the Harlequin is a pantomime and his disappearance equally sudden and unexpected. Like the Harlequin, while on the stage, he managed to give some very sounding thwacks before he fled into the unknown. As to who he is and where he is, is a mystery to all save himself and—Prial, who is, of course, supposed to know everything. While the "Colonel" bloomed, he bloomed vigorously, too vigorously to last. He is now dead, "deade'r 'nor a nail."

THERE are certain "patriotic" members of the League, who, the moment the voice of criticism is raised, get right up on their hind legs, extend their ears and bray out at us defiance, and cries of "Anglomaniac." The noise they make is ear splitting but not dangerous. As their attitude is usually "rampant" in heraldic parlance, the hind legs are necessarily harmless.

AN alliterative correspondent of the *Omaha Chronicle* remarks that bicycling beats boating, batting, bathing, bowling, boxing, botanizing, barb-bestriding, by bringing bounding bodies, brawny backs, buoyant brains, and has become the boss banisher of billiousness, blues and all bothering besetments.



NOTES FROM
"LONDON, W."

VIOLET LORNE, who is one of the very, very few real female cycling writers, exposes "Daisie" most completely. She says in the *Bicycling News*, "Daisie's" views upon the great dress question are quaint enough to induce the unworthy suspicion that she is but a theoretical wheelwoman after all. Could any rider of experience seriously suggest silk and linen, or Lisle thread gloves as useful wear, or advise a ventilated helmet as head-gear? But it is on the subject of gowns that she is most eccentric in her advice. 'The skirt,' she says, 'should be without back drapery, and each one can suit her taste and pleasure about the front.' The liberal spirit of this permission is borne out by the neat, gracious assurance, 'a little drapery can do no harm in riding.' This is a great relief to the anxious beginner, but to the more experienced rider, the mental vision of a gown elaborately draped in front, and devoid of decoration behind, has a wierd and gruesome effect; necessitating a desire on the part of the dismounted wheelwoman perpetually to practice the correct mode of exit from the presence of royalty. 'Daisie's' concluding direction—'Make the skirt of ordinary walking length in front, with a slope of three inches at the back,' shatters into fragments the last fond dream of this surviving hope of escape." Now Daisie, what have you to say for yourself?

Hi! Papa Weston. The species, sociableist, is not quite extinct, for it is said that J. J. Roche of the *Pilot*, enjoys the prehistoric double. You, Papa, seem to have experienced a change of heart, and are regarding the tandem, Victoria, with more loving eyes than you ever did the antediluvian sociable.

THE Daley brothers, who go about the country on a continuous "Vacation," and give the Columbia an ad. on their posters, are to bring out a new play called "Upside Down." An unskillful bicycle act would work in well as part of the "business."

WOODSIDE and Morgan have been playing the old exhibition race scheme in Aberdeen. The canny Scotch laddies were not to be fooled by hippodroming, and frequently expressed their disapproval of Woodside's tactics, in allowing Morgan to beat him by thirty yards. It seems rather queer that "the American Team" has to ride "fake" races in Great Britain. It need not have gone abroad to indulge in such contests.

SLATES sometimes get broken, but the slate for the League election seems pretty well guarded. By a fair distribution of favors a combination has been affected, by which this ticket will probably receive an almost unanimous support. President, T. J. Kirkpatrick, Vice President, H. W. Hayes, and for the third member of the executive committee, George R. Bidwell. We do not see much chance to quarrel with this selection.

I AM charitably disposed toward all our worthy Contemporaries, but for real unadulterated up and down bad drawing commend us to the bicycle and tricycle sketches in the back part of the last *Outing*. The Art Editor is evidently not a cyclist or he would not have allowed these caricatures to appear as bona fide representations of wheels, the construction of which the "Artist" (?) is entirely ignorant of.

YOUNG MR. NAIRN, the son of the London Editor of the *Cyclist*, has been wintering in Boston, and though very little has been seen of him, I learn a little of his doings through the English papers. In the last *Cyclist* he thus describes his first ride in this country:—"Yesterday evening (6th April) I had my first ride since I have been in this country. There was a full moon, so at 7.45 P. M. I started out, mounted on the "Royal Mail," wearing the emblem of the R. R. C. I went straight out Beacon Street, along beside the Charles River, and struck off down Brighton Avenue at Beacon House. I went on past Cottage Farm Station, and skirted round Corey Hill by turning to my left into Allston Street. The roads were excellent, and the only difficulty I had was to keep from being run down by trotters, which are very difficult to perceive in the darkness, and who approach very rapidly. It was very like riding in the old country, bar the electric lights on the roads in many parts. The dogs here

seem rather savage, and are, I am sorry to say unmuzzled. Two or three attacked me, and not having a C. T. C. ammonia squirt, I took unto myself certain stones, and, strange to say, was no longer attacked by the dogs. I enjoyed the ride immensely." I hope Mr. Nairn did not forget the rule of the road is different here than it is in England. As to the dogs, I know just how ugly they are and have many and many a time wished every canine would become the prey of our City dog catcher. By the way, speaking of muzzles, how would it do for the League to get a dog muzzling act passed. Look to it good Chief Consuls, and do not let this golden opportunity pass, to win a good name and confer an everlasting benefit upon your fellow men.

PHILADELPHIA.
"DON CÆSAR."

THE University, Camden, and Pennsylvania Bicycle Clubs are all three anxious for a road race "down the Pike," and talk of six men from each Club forming the teams. All I have to say, gentlemen, is, that if the eighteen of you get up a real good spurt and come down the hill at Devon, there won't be enough of you left alive at the other side of the bridge to make the race interesting. Shaeffer, Weaver, Potter, and probably Atkinson would be part of the Camden make-up, Fleming, Wells, Hill, Fuller, Roberts, and Richwine ought to hold up the Pennsylvania end of the log, and Keene, Kolb, Kulp, (bad lot—"K. K. K.") and Whitaker seem to be about all the fast ones of the University Club.

THE Century Club had a dinner. A real, live, first annual dinner, with a delicious Menu and unlimited toasts and fun. The happy celebration took place on the 5th of May, at the League hotel in this city, the Colonnade. President Frank Read of the Germantown Club, acted as toast-master and among the many toasts were "The Poetry of the Wheel," responded to by "Chris Wheeler"; the "Cycling Press" responded to by John A. Wells; "The L. A. W." was to have been answered to by Mr. T. Houard Wright, but in his absence the newly elected Chief Consul of the State, Mr. Geo. A. Jessup, made apt reply. To "Our Future" Mr. P. S. Collins, the orator of the "Century," made a very happy response, and the evening passed very pleasantly.

THE Spring out-door Athletic meeting of the A. C. S. N. will be held at the grounds of the University of Penn., on Saturday, May 28th, at 3 P. M. Among the events are a one-mile bicycle, two-mile bicycle, and one-mile tricycle races for which gold and silver medals will be awarded, and to those who have seen the medals offered by the Schuylkill Navy Athletic Club in previous events, it is unnecessary to say that the prizes will be elegant. The track is a four lap cinder path with easy turns, and is in fair condition. Last year a mile was twice made on it in 2.47 by our local talent, so that if some of the down Boston way, fast men were to come on, it is possible that records might be changed. An additional gold medal will be given to any record breaker at the above sports.

AT Wilmington last Saturday, at the sports of the Warren Athletic Club, "our Bart" Keen of the '89 class at the University, won the mile bicycle handicap from three seconds start, in the excellent time for a bad track, of three minutes nineteen and one-half seconds. Wilhelm of Reading, on scratch, was completely out of it, and Keen gained fifteen seconds on him, winning easily. In the two-mile race Keen was looked on as a sure winner. Keen, Kolb, Wilhelm and McDaniel started, Wilhelm on scratch. Keen fell in the third lap and Kolb, with eight seconds start, made the two miles in seven minutes and six seconds, Wilhelm second.

EUGENE M. AARON has resigned from the Pennsylvania Club, and his resignation has been accepted. He has offered all of his various wheels and his club uniform, for sale to the highest bidder, and he will not ride again.

SYRACUSE NOTES.
"SALINA."

SYRACUSE readers of the *WORLD* have never found a word of fault with the appearance or contents of their favorite wheel paper. They bow low at the unceremonious introduction of volume XV, arrayed in its new, bright, clear-cut dress, and applaud the efforts of Messrs. Fourdrinier and Dean, whose desire to please has made the paper a recognized authority, and the leading wheel publication. The make-up is a decided improvement; the quality of reading matter, as heretofore, excellent. Salt City riders hope the *WORLD* may have a long run over a very smooth road, with no falls, and be many years in reaching the end of its route.

THE question of abolishing convict labor on the piece-price contract system in vogue in the Onondaga County penitentiary here,

was discussed in a recent meeting of the Board of Supervisors. Some of the level-headed country members voiced their ideas that convicts could be advantageously put to work on the roads in this locality. The highways here will stand improving, but the county legislature voted to continue the manufacturing business in the name of the county, and have entered into contract with a saddlery hardware firm to supply them with all the goods made, so the roads will have to wait for their improvements.

THE local club turns out about fifteen men on its weekly runs, half its active membership. The after-supper run for this week was to Liverpool, five miles from Syracuse. This ride carries me by the residence and salt fields of "Tom" Gale, the largest salt manufacturer in the United States. The present membership of the club is thirty-two, five new members being received at its last meeting, and "still there's more to follow."

THE Ilderan Bicycle Club of Brooklyn, is planning a trip over the same ground already mapped out for the Syracuse wheelmen's summer run—Western New York and Canada, to end at the Thousand Islands. Syracuse goes about the 4th of July; Brooklyn a few days later. There is talk of arranging a date satisfactory to both clubs, and making the trip from Buffalo together. In this event the probability is that thirty-five or forty wheelmen will compose the line; if so, they'll make Canada look on the fisheries question as boys' play.

THE bill giving wheelmen equal rights with teams upon the roads of the State has passed the Assembly by a vote of 78 to 0. The minority in this vote represents what the "popular prejudice" to cycling will be in a very few years. Wheelmen don't want the sidewalk part of the earth; what they do want is a fair shake upon the roads, and in this part of the State they get it.

"KARL KRON" has some subscribers here who assert that they placed the dollar they pledged for his book when he commenced his enterprize, at interest, and that it has netted them enough to keep them in the stamps they used in writing to "Kron," asking him when his pamphlet would be out. The statement made in the cycling press that his book has been printed, is looked on incredulously. It seems impossible that such a "gigantic task" could have been accomplished in such a remarkably short time, even by Karl.

Two married men of the club, were seen talking under the electric light in front of the club rooms the other night. In the morning one of the boys found a paper with "\$125 plus \$125 equals \$250. 10 off for cash, tandem, tandem," written all over it. No one is saying a word; all are waiting.

ONE of the boys speaks of that seemingly popular gentlemen out West as Ache-and-Needy-Child.

NEW YORK.

"THE RAVEN."

THE cycling bill met its first obstacle in the State Senate on the morning of May 4th. It was brought up then, and would have gone at once to a third reading but for a protest received from the Department of Parks, with a request for a hearing. The bill was referred back to the Judiciary Committee, but owing to the press of business there, no definite time can now be set for its hearing. The strong hands that the bill is in, and the able management of its interests by Chief Consul Bidwell, make it almost certain that it will pass and be signed by the Governor, making it a law, and thus sweep away the last barrier to a cyclist's equal right to the road with any other vehicle.

MR. ARTHUR, Von Britton, Kennedy-Child, and Mr. Frank Bel-den of Hartford, honored New York with their presence on Sunday, and paid a visit to the various wheel clubs.

THE "Owl" was reading the BICYCLING WORLD when I interviewed him as to his intentions of going to St. Louis to join in the "worship at the shrine of toughness," which idolatry is practiced by every wheelman there, if we are to believe the St. Louis correspondent of the *Bulletin*. The "Owl" informed me that age and the use of all the spare tail feathers he could dispense with, for the making of quill pens with which to write cycling stuff, had already brought him to very near the same degree of poultry, in the tail-feather line, as Job's turkey is credited with, so that after reading "Brevity's" threat that his "tail-feathers will get a plucking" if he visited St. Louis, he has concluded to remain quietly upon his roost in New York, viewing the fun and frolic from afar.

MR. W. H. LANGDOWN, of the Pioneer Bi. Club, Australia, made his re-entry in American racing circles at the games of the Spartan Harriers in Madison Square Garden on Saturday night. The event was a 2-mile handicap, and the Australian was next to the limit man on the 85-yard mark, mounted upon a 21 pound Rudge. Three

headers in the first mile convinced him that there was more bruises than glory to be obtained, and he withdrew. Surely a man never travelled further for "pots" and got less, than Langdown.

I UNDERSTAND Col. Pope and George Day are booked for St. Louis with the New York contingent. We quiet old people have a way of sticking together, that is one of the charms of our old age.

"FIGURES don't lie," is as untruthful an adage as one daily hears quoted. Near the corner of 152d street and Tenth avenue stands an old milestone of the Revolutionary days, in a fair state of preservation, which bears the following inscription: "1769, 9 Miles to N. York."

CHIEF CONSUL BIDWELL don't propose to let the Park Commissioners present their objections to the cycling bill without having something to say on the other side. He will present letters from the Park Commissioners of every other city where cycles are admitted in public parks, showing that no disasters have resulted, and will have mailed to each Senator from the cycling clubs in his district, an official protest against the Senator voting against the passage of the bill. If the "hayseeders" can be relied on as usual, the bill will pass, whether the Park Board object or not.

THE Ixions have a natural curiosity of great rarity in their club cat. Originally jet black, he changed to a snowy white in one night. He saw Egan in a uniform and actually going out to ride on a bicycle. The unexpectedness of such an event was too much for the nerves of anything even as tough as a club cat, and now when Egan goes out they chloroform that cat to keep him from killing himself. Protest has been lodged with the S. P. C. A. in the matter.

THE New York Road Book is out and being delivered. It reflects great credit upon Mr. A. B. Barkman, its compiler. It is handsomely bound in dark Russia leather. The cost to the State Division of the first issue is something like \$1500.

READING, PA.

"OWLET."

READING is actually going to have a track to be used for cycle racing. At least, that is the astounding piece of news that slipped from the pen of "Lord Dolphin," of Reading, and was published in the last *Gazette*. Perhaps the gentleman intends to build it himself. I am sure that every one who has ever tried to race on the present track will join me in the wish that it might be so. We used to lure unsuspecting racers, such as Dampman, Searle, Shirk, Kalb and others, here, with promises of good prizes and track, but after the rains and the meanness of our Fair authorities, allowing horses to be run over the track after being scraped and rolled, interfered with us a few times, they came no more.

READING possesses some attractions, however, as some of the Philadelphia boys know well. Among the number, for instance, is a beer fully as good as that famous tap in St. Louis that is being prepared for the thirsty cyclists, at the L. A. W. meet this season.

DROPPING in to see our flyer, Wilhelm, this morning, I found him tinkering at his racer. Wilhelm, like another gentleman of five-lap track fame, always states positively in the spring, that he is getting too old and stiff for racing, but as soon as he hears of a meet near here, he gets there just the same. Did I hear a bell? He left for Wilmington, Del., this afternoon, with blood in his eye. Particulars in next issue.

THE Captain and President of the Ariels enjoyed their first run on the first genuine Humber seen in or around these diggings on Wednesday evening. They say that the word *enjoyed* does not begin to express it adequately. There is no doubt but wheeling double is more enjoyable, with a congenial companion, than if on separate machines. The run home by moonlight was such a success that it will be repeated at an early date, when

"Sounds of the rude world, heard in the day,
Lulled by the moonlight have all passed away."

WILHELM & Co. have sold quite a few Stars and Crowther & Potter report a good season for their pet wheel, the Victor.

FOREIGN

FLASHES.

THE performance of Woodside at Ball's Bridge track, Dublin, in doing his mile in 2.42 under adverse circumstances, is causing considerable stir among the knowing ones abroad. A well-known racing man is reported as saying, that after seeing "Woody" cover the distance in that time under the most difficult conditions, he is not prepared to say that Howell can beat him.

MR. S. CURRY, of Weston-Super-Mare, England, avers that he has ridden one machine just 40,000 miles, and now says he is pre-

pared to dispose of it as second hand. He acknowledges that it is "nearly worn out," as well it might be. We think this distance for one machine, must be record.

THE N. C. U. has had a close shave for its life, and is even now in a very tottering condition financially. It was a simple question of raising the dues or stopping. By an almost unanimous vote it was decided to put the dues up to \$1.25. The salaries will be reduced some \$500 per annum, and general economy will prevail wherever possible.

THE Bungalow settlement on the Caterham hills is growing fast in popularity among the denizens of the modern Babylon. Mr. de Chastelaine's venture, will no doubt be copied widely both in this country and abroad. The description of the village and its surroundings as set forth in our English exchanges are very "fetching."

It is a remarkable fact that there are only one or two men in the world who can draw a cycle and cyclist in combination. There are lots who try, and fondly think they succeed. One of the most curious specimens of these attempts can be seen in the *Illustrated London News* of 1875, in which appears a picture of the 25-mile match between Keith, Falconer and Mr. Whiting for the championship and the £20 cup. K-Falconer is depicted with a huge pair of side whisks, and is arrayed gorgeously in *gloves and top-boots*. His machine is a superb specimen, with 10-inch handle bars and a high Stanley head, which is buried deep in the flying youth's chest. His feet are placed so that the hollow of the foot rests on the pedals, big triangular blocks; the toes are turned out at an angle of 45 degrees, and the general form is such as must awaken the liveliest feelings of pleasure in the breast of that estimable gentleman whenever he looks on it. By the way, as a comparison, we may state that in this race the first hour was consumed in going the 13 miles!! Supposing any one in those days had said 23 miles in the hour!

"THE WELSHER," that well-known contributor to *Wheelings*, has taken up his abode in La Belle France. We hope the readers of this English weekly will not have to lose his bright contributions.

"THE magistrates at Ottery, England, recently fined William Barnard, a fisherman of Sidmouth, 18 shillings, for upsetting a bicyclist named Passmore, by deliberately laying down in the roadway of the Esplanade in front of the advancing bicycle." So says the *Cyclist*, but it does not add how much Passmore was fined for running over William!

ST. LOUIS.

"BREVITY."

THE meet committee held a very important meeting Friday evening, and the final confab is not far off. Exposition Hall has been chosen for the league meeting, and the Art Museum, the other hall under consideration, will be thrown open to wheelmen during the meet. You have all received the programme by this time. What do you think of it? The printers and committee labored long and carefully to fulfil expectations, and tried the sketches on many different tints of paper before deciding finally. Ned Oliver will be chief bugler of the parade, and Hal Greenwood will manage the DeSoto-to-Montesano run, being quartered at the depot on the morning of the 20th to meet those wishing to go.

RHODES, Neilson and Daniels arrived last night and went immediately to Clarksville, Percy Stone and Hart accompanying them. Whitaker has been on the course several days, and a strong effort will be made to induce Ives to come. As it now stands, Stone is confidently backed here as the probable winner of the event.

THE roads are chock full of riders. The Missourians are taking in Belleville, Ill., and several tandem parties and the Eurota Club went by moonlight to Manchester last night. A photograph of Son-of-a-gun hill is to be taken to-day. Jack Rogers was on the road last Sunday and came away from his ride with a game leg (tandem crank). Greenwood's challenge for a road race from DeSoto to town is quite likely to be taken up by crank riders. He has a big advantage on this road, however, and I doubt if he can be beaten.

THE Missouri Club, is floating in wealth, as its treasurer reported nearly \$1000 in bank, at last Tuesday's meeting. The club fund for entertainment purposes during the meet is \$300.

DUCKER, Ayres and Kirkpatrick have been chosen judges for the road race; Brewster will be starter, Arthur Young, timer, and Rouse of Peoria, and Ray of Kansas City, will act as scorers.

It is not at all unlikely that Chicago may derive some assistance from this point, in the way of an interesting entry or two for the Pullman road race. We make no rash promises, however.

RECORD OF THE WEEK.

WE have been pleased and flattered at the unanimous approval expressed verbally and by letter at the change in the make-up and appearance of the *WORLD*. Did we say unanimous? well it was nearly so. One exception only. The gentleman who don't like it for a cent, and for whose opinion we have the deepest respect, can comfort himself with the reflection that, so far as heard from, he stands alone. We expect that some will not like it at first, it is the loss of a familiar face. Even to ourselves the *WORLD* of this week, did not seem to be the *WORLD*. But we are earnest in the belief that the changes as they become perfected, are improvements, and will be accepted as such by all of our patrons.

BALTIMORE has had a circus, and the circus had a lot of girls who bestrode the tricycle so gracefully and locomoted around the circle so rapidly, have aroused a "craze" among the fair sex of Baltimore, and as the girls of this city are known to be the smartest east of the Rocky Mountains, not many days will suffice to render them proficient. Then should any desire to elope, the enraged papa who does not own a fleet horse, will be an object of pity.

A BOLD bad thief stole Mr. Ducker's 50-inch Columbia machine the other day. The number of the bicycle is 9117. Look out for it.

PARISIANS are rejoicing over the fact that all the roads in the Bois de Boulogne are now open to tricycles. The authorities make a distinction in favor of the three-wheeler, which is now allowed on all the avenues of Paris, while the bicycle is restricted to a few.

LORD BURY, the President of the N. C. U., will leave the excitements of cycling and politics, and spend some time in South America.

WE knew he would appear just as sure as fate! We mean the phenomenon, the yearly one. This time he hails from Ohio, stands six feet two, and can roll off his little mile in 2.30 "just as easy." We expect that this will be the last we shall hear of the "wonder," but we *knew* we should hear of him some time.

How is this for a baby wheel? A six-inch bicycle has been built by the Overman Wheel Co. to order. By means of a pair of stilts and pulley we managed to investigate the head, saddle and handle bars. We think this will stand as record for the largest practical bicycle ever built in this country.

AFTER reading Ruskin's tirade against Cycles and Cyclists, a practically disposed wheelman went to his druggist's, bought a box blue pills, and sent them to the great critic with his most sincere compliments. We hope to hear that Mr. Ruskin's liver will resume its normal and healthy functions, after swallowing the pills.

It has been kindly suggested to us by the Overman Wheel Company that all riders should use a fine quality of Cylinder oil on the bicycle heads. The ordinary lubricating oil has not body enough, it needs a heavier oil for the head.

A CABLEGRAM states that Woodside and Howell, in London, May 2, signed articles for a series of races from a push-off, Wolverhampton rules to govern, at one mile, five miles, ten miles, twenty miles and twenty-five miles each race, £20 a side. The first race and the longest to take place on May 21, at Belgrave grounds, Leicester, where Howell lives. London *Sporting Life* is stakeholder.

HAL GREENWOOD, the St. Louis scorcher, has been tampering with the DeSoto record. He did the distance, ninety miles, in fourteen hours, not very fast for the sand-papered-road rider, but Hal says, the hills are bad, and the authorities had been covering the surface with loose stuff, in some places making it unridable. He had a smash up on the way back, his brake breaking and letting him down hill at about a one-minute gait. Luckily for him he did not break his neck instead of his machine.

THE New York *Clipper* publishes a very good likeness of F. F. Ives, the professional. Mr. Ives is a Western boy, although his principal feats have been performed on Eastern soil.

THE Newport News and Mississippi Valley Co., issues an order to baggage masters, to the effect that they may carry bicycles free at the owner's risk.

To those who have bumped along Columbus Avenue at the risk of their necks, it will be cheerful news to hear that our City Daddies have decided to repave the western side of that much-travelled street.

THE Chicago men have been having a pocket edition of "The Cycleries." It was not quite up to the Stanley Show, nor was it equal to the Boston exhibition of last year, but it was very complete and interesting to those who took it in. A "Cycleries" on a large scale would be a big thing for Chicago, and is not among the improbable, in the near future.

Owing to a misunderstanding, our offer of \$250 to the winner of the Clarksville Road Race is withdrawn.

STODDARD, LOVERING & CO.

❖ We are Well Satisfied ❖

That our Bearing is the Easiest Running on the market
by all odds.

That well known St. Louis wheelman, Harry Gordon, remarked the other day, "That he took a run with a couple of friends, who were mounted on new '87 Light Roadsters, and, coming to a hill, the

LIGHT CHAMPION'S SUPERIOR COASTING QUALITIES

were at once apparent, as he ran right away from his friends. But they were not satisfied, and insisted on trying it again with the same result.

IT IS ONE THING TO TALK, and quite another thing to TALK FACTS, "DON'T YOU KNOW."

The latter two have a pretty effectual way of talking for themselves.

By the way, if you want a Catalogue, let us know, and we will mail you one.

We are also mailing OUR SPECIAL CATALOGUE OF TESTIMONIAL, parts, sundries, etc., on receipt of one cent stamps.

Gormully & Jefferey Mfg. Co.

CHICAGO, - - ILL.

❖ Largest Bicycle Manufacturers in America.

NEW JERSEY NOTES.

"RATCHET."

A meeting of the Board of officers of the New Jersey Division, L. A. W., was held on Saturday evening, in the rooms of the New Jersey Wheelmen, Newark. Chief Consul J. H. Cooley of Plainfield, G. Carleton Brown of Elizabeth, and Mr. Banker of Roselle were decided upon as fit men to attend the L. A. W. meet at St. Louis as delegates of the Division.

THE State meet of the New Jersey Division will be held at Orange, on 4th July, and the championship races will be run on the Roseville track. Now is the time for the New Jersey wheelmen, Essex Bi. Club, Atalanta Wheelmen, Orange Wanderers, and our Elizabeth and Jersey City brethren to join forces and give a grand parade in honor of visiting wheelmen. It goes without the saying that the Orange Wanderers will do their full share toward making the meet a success, and it only remains to be seen how much support they will receive from the other clubs mentioned.

As some South Jersey riders have laughed at Eagle Rock Hill being "a hard road to travel," it would be a good scheme to arrange a hill-climbing contest to take place early in the morning of "fire cracker day."

AFTER 1 June the majority of factories and offices in this vicinity will close at one o'clock on Saturday, and this will give the boys a good chance to take spins through the country and catch a breath of pure air.

THE Union County Wheelmen will have a trial run over the Irvington-Milburn course on Saturday, when the four best men will be chosen for the club team for the road race.

L. H. JOHNSON says business is booming since he opened his new store, and he confidently expects, after the weather simmers down, to sell every other man, woman, and child in "The Glorious Oranges," a bi. or tri. Lou has a well appointed repair shop attached to his store, and he is always pleased to have riders call on him with or without a machine to be mended. Lou says he met Charley Stenken on the road few days ago and tried a little brush with him, but the way he was "done up" by the "Coffee Mill" from Hudson County convinced him that he was not in racing form. He pronounced Stenken as being in splendid form, and thinks he will do good work on the track this season.

THE chances are that the challenge of Stenken, Wilhelm and Powell to ride any three amateurs for any distance, will be taken up by Rich, Crist and Powers, backed by the Columbia people. If so you may depend upon a good race and no favors, as it will be machines as well as men. The race, if arranged, will probably take place over the Irvington-Milburn course.

J. DECKER, of the Elizabeth Wheelmen, recently rode from Elizabeth to the Pennsylvania R. R. depot in Jersey City and return, in two hours, forty-eight minutes. [What was the distance?—Ed.]

A ROAD-RACING contest is on the tapis between teams from the Camden and Pennsylvania Bi. Clubs. Both clubs are confident of their ability to put six or eight men on the road who are sure to "get there" in winning time. Both are possessed of fine material, and a race such as proposed would undoubtedly, be hotly contested.

THE Orange Wanderers will not have a team in the road race this year.

AMONG THE CLUBS.

THE Berkshire County Wheelmen, of Pittsfield, Mass., held their fifth annual banquet last week. The supper was served at Ladd & Cullen's, and it was just at 9.30 o'clock when President Kennedy gave the order, "Gentlemen, the skirmish will begin." The skirmish did begin, and the little-neck clams which had been placed before the wheelmen suffered not only defeat, but utter annihilation. This was the common fate of everything placed before the cyclists, and they ate with an appetite and skill known only to wheelmen. There were eight courses on the menu, and "between the acts" the boys made plenty of fun. The "Irish Dentist, impersonated by "Gus," brought down the house by its originality, and when "Sol" tipped over the "glue" it capped the climax. Food and fun were freely mixed, and the merriment was unbounded. Even the cigars at "a quarter apiece" were enjoyed, though some of the boys thought the price a little high. The time was fully occupied in fun-making and in disposing of the choice edibles, and speech-making was dispensed with, the only speech being Emory Hill's "plea." It was midnight when the last dish was cleared and the happy wheelmen hied them to their couches, each proud of the distinction of being a B. C. W., an honor of which they may well be proud.

THERE seems to be a craze among clubs all over the country to

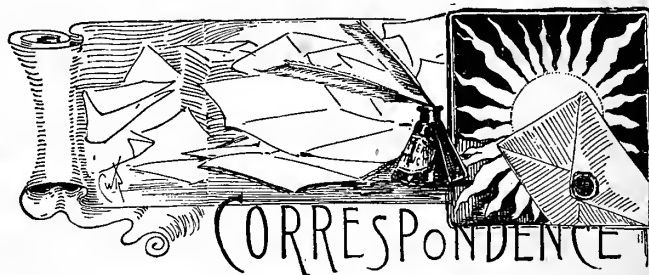
offer prizes for season road records, and for holding road races. There is scarcely a prominent club in the States that is not going daft over this phase of the sport.

THE Central Wheelmen of Cincinnati, Ohio, moved into their new quarters on Ninth and Race streets. This club is only seven months old, and yet they have blossomed out in such vigorous style that larger quarters were needed at once. If the growth of the club continues as in the past, it will be necessary to build a house of its own.

WE were very sorry indeed not to be able to return thanks in person to the Star Bicycle Club of Detroit for the kind invitation to partake of a supper at "Auntie" Weaver's Club House last week, the occasion being the third run of this club. By the way, the notice of this affair is one of the prettiest and most artistic it has ever been our lot to see.

THE Lynn Cycle Club has three lady members, and so pleased are the male members with the samples, that they are anxious to multiply this number by ten, at least.

AT the annual meeting of the Pentucket, Mass., Wheel Club, the following officers were elected: President, Herbert A. Chase; Vice President, Amos M. Spurr; Secretary and Treasurer, Arthur E. Leach; Captain, Hervey E. Guptil; First Lieutenant, Lewis P. Bunker; Second Lieutenant, F. H. Fernald; Club Committee, Amos M. Spurr, Arthur E. Leach, Hervey E. Guptil, Rev. C. A. Hilton, and J. Fred Adams. The change in the by-laws making this a league club was ratified, and those members who are not already members of the League of American Wheelmen, will be required to become so at once. The meeting was a spirited one, and much interest was manifested by those present. It is probable that at least two of the members of this club will purchase tandems this spring.



"MR. NAIRN ON FAED'S REPORT."

Editor Bicycling World.—Since I left my address at Bamborough Gardens, Shepherds' Bush, in January last, you have not honored me with a copy of your paper; but to-day (April 25th) I have received from a private source from Boston the following cutting:

"SILENCE is golden." This axiom is being now closely observed by Messrs. Hillier and Nairn, on the matter of "Faed's Report." We are sorry at this evidence of failing eyesight. Perhaps they have not seen it. We refer them to page 386, Vol. XIV., BICYCLING WORLD. "Read, learn, and inwardly digest" same, dear brethren.

Now, sir, I have two questions to ask you, and I hope you will, in justice to me as a public man in cycling, not only give insertion to this letter, but answer them in an editorial note when such letter appears.

One question is: "Why do you couple me with Mr. Hillier, for whose paper I do not write, and have never written, and with whose views on cycling politics, home or foreign, I never yet remember agreeing?"

Secondly, "Can you, and if so, will you, point to a single line or paragraph which I have ever written in an English cycling paper relating to the subject matter of what you term 'Faed's Report?'"

C. W. NAIRN,
London Editor of the Cyclist.

[Answer to question one—We were not aware that Mr. Nairn did not agree with Mr. Hillier in cycling politics. One reason for mentioning Mr. Nairn was because the prominent English cycling paper, of which he is joint editor with Mr. Sturme, did not publish or allude in any way to Faed's report. We should, perhaps, have alluded to the *Cyclist* instead of to Mr. Nairn by name, but the fact still remains that Mr. Nairn in the column of notes he weekly contributes to the *Cyclist* took no notice whatever of Faed's report.

Answer to question two—No, we cannot; and this is just what we complain of as being unfair, that Mr. Nairn refused to recognize the vindication of the Springfield Club in a paper of which he is editor. It is very evident that he is not in accord with the

position his paper has taken on Springfield matters, and especially that of Mr. Hilliers' paper, which is published by the same firm as his own. We accord to Mr. Nairn our humblest apology for doing him personally an injustice, and we would so far correct the above clipping as to say that the *Bicycling News* and the *Cyclist* have acted most unfair in the matter alluded to.

LOGIC "AS IS" LOGIC.

Editor Bicycling World:—The position of the League's Racing Board in ignoring the existence of a fact is, characteristic of its policy. To refuse to all amateurs the right to compete with professionals on the path under the pains and penalties of the amateur rule, and then shut its eyes to the fact that they compete together on the road is not capable of a logical explanation. I will not quarrel with the League's refusing to recognize road racing, so far as its recognition would endorse an illegal pastime. But why should it say that because it refuses to endorse a particular kind of contest, it will refuse to endorse rules, though they be infringed every day in such competition? Is it any less an infraction of the amateur rule that the race is held upon a public highway, in the presence of thousands of interested spectators, than if it be held within an enclosure, before a crowd of lookers-on? The rule, be it good or bad, provides that if an amateur competes against a professional for a prize, he too shall become a professional. It makes no distinction as to the place the race shall be held. And yet if report tells true, the Racing Board has said it will not enforce the rule if the race is held on the road, because in good truth, so far as it is concerned, no race by an amateur with a professional is to take place, and yet the race does take place and the rule is set at naught. An amateur can take his cash prize, if won on the road, and still be an amateur in good standing. He can race side by side with a professional on the road for a hundred miles, and still retain his position in our artificial society, but let him do these things on the path and he is ignominiously kicked out and the doors of the League are shut against him. The League pretends to a desire to see no road racing, and yet by its absurd policy offers every inducement for its encouragement. Selah!

DISGUSTIBUS.

Albany, N. Y., May 10, 1887.

NEW YORK AND NEW JERSEY, INTER-CLUB RACE.

THE arrangements have been perfected for this race, which will take place on Decoration Day. The start will be made at 1 P. M. of that day, for Hilton Hill, the route being to Irvington, thence return to Milburn, back to Irvington, and return to starting line, a distance of twenty-five miles. Thus far the Citizens, New York, Hudson County, Harlem, Ilderan, Union County, Rutherford, Brooklyn, King's County, and Elizabeth Clubs, have entered teams and many others are expected. The personnel of the teams will not be known for a fortnight yet.

New York, 11 May, 1887.

LITERATURE.

THE CYCLING NUMBER OF THE BADMINTON SERIES.

WE have received the volume of the Badminton Library of Sports devoted to cycling. It is the joint production of Lord Bury, the president of the N. C. U., and Mr. Geo. Lacy Hillier, whose name is very familiar on this side of the water. It is the largest and most comprehensive work yet published devoted to the subject, and is a very pretentious octavo volume of 450 pages. It is copiously and richly illustrated by Viscount Bury and Jo Pennell. The latter's work is, of course, charmingly artistic, but the former adds nothing to the work, and with few exceptions his drawings could have been expunged with benefit to the appearance of the book. We should say that the bulk of the manuscript was furnished by Mr. Hillier, and it does him much credit, though we think he might have kept his prejudices out of so elaborate a literary effort, and, with good taste, not indulged in palpable advertising puffs of the Humber cycles, and the publications of Iliffe & Son. It is bad literary form to lug into a work of this character unnecessary references to the trade. But the readers of this book, and they should be many, will pardon these faults, for the matter itself is very excellent. It is essentially English, and meant to be, and the slightest reference is made to cycling outside of the British Isles, and even in the "Historical" chapter American contribution to wheeling history is almost entirely ignored, and when mentioned there is a sneer at those alleged Springfield times. In other respects the chapter is very complete and remarkably accurate. If we enumerate all the chapters, our readers will see the broad ground they cover. They are all

of them very thorough in their treatment of the different subjects. They are: I. Introductory. II. Historical. III. Riding. IV. Racing. V. Touring. VI. Training. VII. Dress. VIII. Clubs. IX. Bicycling for Ladies. X. Racing Paths. XI. The National Cyclists Union. XII. The Cyclists Touring Club. XIII. Construction—Bicycles, Dicycles or Otto Type Machines, Tricycles. XIV. The press and cycling literature. It will be seen that this table of contents offers abundant opportunity for exhaustive treatment of interesting subjects, and it has been availed of. The practical chapters are full of valuable information and hints, and no wheelman can afford to be without "cycling" on his book-shelf. Mr. Hillier is a practical wheelman, well versed in cycling lore, and capable of intelligently writing on the various chapters, and we can truthfully say that this work is by far the best ever printed. It is published in this country by Little, Brown & Co. of Boston, and can be obtained of them and the BICYCLING WORLD Co., 12 Pearl Street, Boston. Price \$3.50.

A BEAUTIFUL PROGRAMME.

THE League programme reached us yesterday by special delivery and we must say it is the most artistic of any of its predecessors. The cover is very handsome, being printed in six colors. The paper is light chocolate. The illustrations are almost every one excellent. The sketches were contributed by local artists. A. L. Spurgin furnished the designs for the covers. Other cuts were donated as follows: "A Modern Lochinvar," by H. R. Heaton; "An Easy Coast" and "A Catastrophe," by Fudge; "The Pump in Forest Park," by Miss Lillie Stone; "Central Drive, Tower Grove Park," from a photo by Edward Sells; "Tennis Paraphernalia," by a lady cyclist; "O, Where are You Going, My Pretty Maid," by Julian Pogue; "A View of Bartold's," by Mrs. C. H. Stone; "He Fell on His Neck," Luke xv., 20, by Gus Thomas; "A Picture from Life," by John Fry; "On the Road to Des Peres," by Will Barron; "A Combination," by H. R. Heaton; "The Foot of Monument Hill," from a photo by Ed Sells; "I dipt into the Future," by A. M. Blanchard. A map of the city and of the route of the parade is also printed. The programme is, of course, complete, it gives all information that the visitor will require during his sojourn. 12,000 will be printed.

A JAUNT TO WILTON, N. H.

To use the James' mode of introduction I will start on as follows: One morning, in the early part of last November, two "bikes" might have been seen rolling out of Manchester, by way of the Catholic cemetery road. The morning was cold and foggy, and the extra wraps and gloves made pedestrians smile at the zeal the two riders manifested in venturing out on such a dismal morning. Surely, nothing less than a "rattling good time ahead" could have been the inducement. Their destination was the County Farm, N. H., situated some twenty-seven miles from Manchester, and reached by a curious mixture of good and bad roads. Possibly, our readers may want to know what friends we would be likely to have

AT THE COUNTY FARM,

so we will relieve their anxiety, by the welcome (to us) fact, that our host and hostess were the assistant superintendent and wife. The extreme dampness of the fog, which soon saturated our clothes and machines, and the deep sand of the roads, soon formed a delightful (?) mixture. This, with the hard riding, and the possibility, (almost probability,) that the fog would continue into a rain, made us hesitate, and for a while, we were almost undecided, whether to turn back, or go ahead; but the thought of the fun, the rest of the boys would have with us, soon decided it. Turn back? Never! we would die first. Through Bedford, and over hills and dales, not the hills and dales that poets love to expatiate about, but the plain everyday variety, full of

STONES AND SANDY SPOTS,

with occasionally a bleak farm-house to relieve the monotony. But, as we neared Amherst, everything improved, except the weather, and with a half-mile burst of speed, we spurted the last half mile, up a short hill and into the big "green" of the town. Amherst is a pretty place, and the riding is fine all round the village. Here our cyclometer, after we had scraped about an inch of Bedford soil off from it, registered thirteen miles, and the worst part of the ride was over. From Amherst to Milford, the riding was excellent, and as we rolled up to the Union Hotel, a brief sight of old Sol shining through the clouds, and a

A GLIMPSE OF A PRETTY FACE

(a girl's, by the way,) at the window of the hotel parlor, made our spirits take a great ascension. After a short rest, we again mounted,

and proceeded over good roads to Wilton, and here our real troubles began. From Wilton to the County Farm is five miles, and as the farm is at an altitude of eight hundred feet above the village, the reader can imagine the grade. To use the expression of one of the riders, there was but one hill, and that was all the way. Half-way up, there was a

CIDER MILL IN "FULL BLAST,"

and at the urgent request (?) of the owner, quite a stop was made here. But wheelmen, like other human beings, know when they have had enough; that is, they know when they can't hold any more; so with many thanks, we continued on our way, and in due course of time, our destination was reached. After a hearty welcome, we did what every other wheelman does; arranged our "twilight," and then ascertained when dinner would be ready. To our great delight, it was all ready, and we then proceeded to explain that

CYCLING IS BENEFICIAL TO THE APPETITE.

Judging from all appearances, our explanation was perfectly satisfactory, and our imitations of hungry men extremely good. In the afternoon, we expected to enjoy a walk about the extensive farm, but our fears of the morning were realized, for an enterprising rain had set in. So our inspection was confined to the "yard;" in other words, to the buildings, occupied by about two hundred paupers, insane, and prisoners. Here we saw many curious and interesting sights. Everything about the place denoted the neatness and regularity of the superintendent, and his able corps of assistants. In the course of our wanderings, we entered the large room where the male inmates are fed, and we were much surprised at the cleanliness of the room, and the wholesomeness of the food. Of course there was

NO STYLE ABOUT IT,

but there was a great plenty of good substantial food. After inspecting this room, we crossed the yard to the assistants' quarters, which open off from the building where the female insane are confined.

While sitting there a peculiar looking old woman entered the apartment, and catching sight of one of the "bikists," immediately claimed him as her long-lost son Johnnie. Tears rolled down the old woman's cheeks, as amid incoherent sentences she beseeched him not to go where he would get "hurt." Upon leaving she took the hand she had insisted on holding, carried it to her lips in the most approved fashion, and then looked eagerly in his face. "By Cripes," thought Johnnie, "this is getting altogether too interesting; I guess I've had enough;" and he began to beat a retreat into a corner behind a big rocking-chair. But it was unnecessary, for with a disappointed look on her face she took her departure. But when the trio inspected the building and its inmates she tagged on behind, imploring Johnnie to stay with her, so she could look after him. In one of the upper rooms we met another lunatic, who fiercely insisted that we recover for her an immense property which had been stolen from her by Ted. Sullivan, or some other representative of the "owld sod." Here Johnnie's ma came to his rescue, and escorted him out of danger, leaving the other bikists to follow down stairs, the claimant for lost property swearing and

SHAKING HER FIST

In his face. It may be unnecessary to state that that the forward part of the delegation was somewhat hurried by the impetus which "Bike number two" gave them in his hurried rush down stairs. During the evening we were introduced to a lunatic who claimed to be the Rev. Stephen K. Westcott, Superintendent of the Boston and Lowell Railway. Steve had pockets enough to make the average small boy go wild with delight, and every one was crammed full of his treasures, which he took great delight in showing to us. How he ever got it all back into his pockets again is a mystery. Before his confinement he lived in a hut in the western part of the State near some railroad, and it was his chief delight to signal trains and cause them to stop. The trainmen would retaliate by boxing him up and shipping him to some friend as a present, but the authorities finally put a stop to it by sending him to Wilton, and here he enjoyed life by pencilling trains of cars on all available woodwork, some of which were quite clever. When we retired for the night we were assigned to the room formerly occupied by one of the assistants, and somehow or other Johnnie imagined that the room was inside the yard. Visions of the woman who slept all day and

SHRIEKED ALL NIGHT,

and the man, who imagined he was a dog, and barked all night, came up before him. But his fears were allayed when we were conducted to a room in the superintendent's house. We awoke in the morning to find the thermometer in the teens, and a brisk snow-storm raging. About noon, however, it cleared off, but a terrific wind took its place, and parting with our friends with regret, we departed through mud and slush. Down the five-mile hill, which we had anticipated coast-

ing, we were obliged to push, but as we neared Wilton the road improved, and from there to Manchester, the roads were in fine condition, with the exception of a few muddy spots. At Milford, we stopped a few moments with a bicyclist whom we knew, and with that exception, we made a straight run to the city, covering the distance in three hours. When we got home, our Ridges were covered with mud, but the enjoyment of the trip more than repaid us for the trouble it caused us. If any readers of this sketch, should ever happen in the vicinity of the Wilton County Farm, make it a point to call, for you will be sure of a hearty welcome, and, what is dear to every cyclist, plenty of good feed, is the advice of

ONE OF THE TWO THAT HAVE BEEN THERE.

A FEW LATE NOTES.

We have the following from Mr. Bidwell, just as we go to press:

"I have information from Albany that the Judiciary Committee of the Senate, have decided to report favorably on our bill, and as I understand it, this means that the Committee will report favorably over the protest filed by the Park Commissioners. I also understand that this protest was not an official one, and has never been before the Park Board Meeting. Judging from the state of affairs now at Albany, I have reason to believe that our bill will pass the Senate within a few days, and will then go to the Governor."

* THE "Six-in-hand" "Victoria" ordered for the Boston Club is expected to arrive daily, and will probably accompany those of the Bostons who attend the St. Louis meet. The machine may perhaps stop over at Chicago on the way home, but must be back at the Hub in season for the two days' club run on 28th to 30th.

If the "Victoria" should justify the very flattering accounts of its merits which have reached us from England, (and there seems no room for doubt as to that), it is only fair to expect that no club valuing its reputation, will be able to afford to be without one of these machines.

FRIDAY evening, May 6, the Baltimore Club gave their final weekly hop. This time it was a full dress final. Twenty couples were present, and dancing on the fine polished surface of the parlor floor, was indulged in until well into Saturday, in fact, it was nearly four A. M. before the party broke up. The supper was superb, and the whole affair was a success. The Baltimores expect to be in new quarters by the fall.

THE annual meeting of the Middleton, Conn., Wheel Club was held Tuesday evening, May 3, and the following officers elected for the ensuing year: President, E. G. Camp; Vice President, H. B. Starr; Secretary, C. L. Brockway; Treasurer, E. B. Stevens; Captain, S. V. Coffin; First Lieutenant, E. J. Clark; Second Lieutenant, F. E. Singleton; Directors, H. C. Ward, J. Spear, E. J. Clark, and S. P. Calef; Auditors, A. L. Allen and D. D. Butler. After the meeting the club adjourned to Hotel Chafee, where a sumptuous banquet had been prepared. Speeches and music followed until a late hour. The menu is an extremely tasteful affair printed on white satin.

At a meeting of the society of cyclists held in London on April 26th, one J. Glover read a paper on the ideal tricycle. As to the machines at present in use, he felt sure that in the important feature of propulsion, their power was not used to the best advantage. In the lever motion the greatest muscular power can be obtained. By the aid of a large diagram Mr. Glover then gave a purely technical description of his first "ideal machine," the "Avon." His experience as a tourist was to alter the size of the driving-cog-wheel in going up or down a hill, and thus equalise the labor. Attached to the front pillar is a small bracket, to which is keyed a hand wheel engraved with figures from thirty to sixty. When it is desired to go up or down hill the hand wheel is used, so that the smaller or larger wheel can be used as required. It had been his intention to have had a model there that evening, but had not time to either make or superintend its manufacture. By an easy arrangement both feet can be pressed down at once, so as to more readily overcome the inertia, or one or both can be alternately brought into play. In its manufacture he advocated the more extensive use of such metals as aluminium, bronze, &c., and he anticipated they would come largely into use. The advantage he claimed was to be able to alter the size of the wheel from thirty to sixty inches, without the intervention of tooth gearing, at the rider's will. He resumed his seat, amidst much applause. The chairman having invited discussion, several questions were asked as to whether the new machine could be readily backed, &c. Mr. Browning differed from Mr. Glover as to the utility of aluminium, bronze, &c., having made several experiments, all of which were failures. The tendency towards improvements of machines have been to simplify; and instanced the Nasmyth steam hammer.

KIND WORDS.

THE BICYCLING WORLD has commenced its 15th volume with an entirely new head and make-up in a new home. The WORLD is the most enterprising, pushing, independent and fearless of cycling journals, and the most prosperous.—*Boston Herald*.

THE BICYCLING WORLD has appeared in an entirely new dress, and will hereafter be issued from 12 Pearl street. The paper looks very attractive, and all the changes made seem to have been for the better, and of a nature calculated to ensure the journal a continuance of its position at the head of American weekly cycling journals.—*Boston Globe*.

BICYCLING WORLD gives every sign of prosperity, good management, energy, a fat treasury and good taste in its new dress.—*Providence Journal*.

THE BICYCLING WORLD of Boston begins its fifteenth volume with a new typographical dress and improvements in make-up. This paper is devoted almost exclusively to wheeling interests, and is the leading paper among cyclists.—*Syracuse Journal*.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE District of Columbia has got to have another try at electing a Chief Consul. The first attempt resulted in a tie. Our Washington correspondent some six weeks ago, predicted a close election.

MR. A. P. MESSENGER of New York claims to have been one of the first to propel a bicycle in this country. By and by the man who claims to have first ridden a cycle will be increasing in numbers, as George Wahington's nurses appear to be, as each year speeds by.

THE 1st of May was a great day in the history of newspapers. The WORLD, the *Wheel* and the *Boston Globe* all moved into their new quarters at that date.

AARON shakes the dust of cycling off his feet entirely. He resigns from the Pennsylvania Club and offers his whole kit, cheap for cash.

GORMULLY & JEFFREY MANUFACTURING CO., CITY. Gentlemen: I have had the pleasure of taking a beautiful header on my new "Light Champion," just because it ran away from me. My last mount, a———Light Roadster, which cost me \$140, cannot be spoken of in the same breath as regards easy-running qualities. Your bearing is certainly the most easy running by far that I have ever tried, and if I don't "get there" in the Pullman Race, it will not be the fault of my machine. Yours truly,
Chicago, April 23, 1887. R. H. EHLERT.

OUR Millbury, (Mass.,) correspondent waxes indignant over the manner certain of the fair sex, residing in and near his native hamlet, comment on his Appolo like form. He very properly objects to the very improper way they criticise the contour and size of his—limbs—. He avows that sawdust does not enter into their composition, neither do copies of the daily papers lend their bulk to increase the *embonpoint*, as he darkly hints is the case in a good many instances, with his criticisers.

IN addition to those mentioned last week, the following wheelmen will go to the St. Louis meet, under Chief Consul Hayes' fostering care. H. D. Corey, of Stoddard, Lovering & Co.; Geo. C. Nash, Cambridge; J. H. Grimes, Somerville; Geo. C. Newell, Pawtucket, R. I.; C. Davol, Warren, R. I.; Geo. W. Parks, New Bedford; and W. C. Marsh, of Springfield. We also hear that Mr. E. C. Hodges will possibly attend.

AT the Spring races of the Mass. Institute of Technology, held at Lynn, May 7, '87, C. H. Warner of '89, won all three bicycle races on a 57 Rudge Racer.

HERE's a chance for the League. It will be remembered we alluded to the following case, in which D. D. Haines, a Burlington County, New Jersey, farmer, sued James L. Moore for damages caused by scaring his mules by riding by them on a bicycle in July last, and causing them to run away and smash the wagon. A jury in a Justice of the Peace's Court, gave the farmer a verdict of \$50 and costs. An appeal was made to the Common Pleas Court of the county, and resulted in a verdict of \$100 for the plaintiff. Now this is bad law, and we hope the plaintiff will carry the case up to a tribunal where the functionaries, or the jury are aware that cycles are carriages and entitled to the rights of the highways as such.

THEY are gradually putting us in shape in our new quarters. Last week they put on the door knobs. This week we hope to get the doors. By degrees we will be settling down all snug and cosy.

WHITTAKER has been playing in bad luck again, or is being properly punished for his carelessness. He writes that he took a bad fall the other day and was seriously injured, in the doctor's opinion, but not in his own, for two days later he was out riding. It is to be hoped the injury will not keep him out of the road race, as his friends want to see him have another chance on the course on which he was so badly injured last spring.

THE Springfield Club celebrated its sixth birthday in a right royal manner, last Saturday night. The guest of the evening was Mayor Maynard. They rounded up the festivities by donating \$50 to the Hospital fund.

E. F. LANDY will represent Yale College on a 53-inch Rudge Racer during '87.

THE new "double-grip" handle the Pope Mfg. Co. are putting on their bicycles this season are making a great name for themselves, prominent riders speaking most highly of the ease and comfort they find in their use.

THE Baltimore *Argus* has a youth who wails forth the most weird poetry every once in a while. The paper speaks of him as their "imported description poet." Listen to this sample:

"When Cynthia lights the azure dome,
Romantic feelings work us,
We either go at bicycling,
Or chew peanuts at the circus."

THE Rudge people have designed a machine to carry five men, a small machine gun and an ammunition box. The machine has five wheels. The steering wheel being ridden, and in form is like a Kangaroo. The next two wheels which are connected by an axle like a tricycle, are ridden bicycle fashion or Kangaroo fashion, one man in front and one man back of the wheel. The other two wheels carry the machine gun and the ammunition box.

THE rapidly increasing use of the "straight steering" tricycle has induced the Pope Mfg. Co. to put upon the market a machine of this type. There is now one on view at the Company's head office, 79 Franklin St., and it is needless to say, that during the week it has caused much comment and attention from riders. To those about to purchase a tricycle, it is strongly recommended that they inspect the "Columbia" new straight steerer.

FOR delicate taste commend us to the gentleman who directs the printing of the Star Bicycle Club, of Detroit. We have received several notices from Capt. Ives of this club, and we can say, in daintiness, that they lay over anything of the kind we have seen.

THE Citizen's Bicycle Club of New York, has a Rudge Crescent Tandem, which is let to different members at a nominal charge per day. So far, it has been a very good investment.

THE Cunard people, D. Rogers & Co., issue an exceedingly good catalogue, setting forth their wares in a very tasteful way. Their Roadster tricycle, it is claimed, only weighs sixty pounds, equipped. This enterprising firm are giving their goods a high position in the estimation of the riders of this country.

THE outlook for the St. Louis illuminated parade in G. A. R. week, is not as encouraging as it might be. J. S. Rogers says he won't move a hand or foot towards it, others talk the same way, and there seems to be a feeling that the meet will about exhaust the boys' surplus energy and cash. Probably a liberal appropriation would change matters entirely.—*Post Dispatch*.

GORMULLY & JEFFREY MANUFACTURING CO. Gentlemen: Your "American Light Champion" was received last week. Since trying it, I have had every reason to be satisfied with the wheel. The bearings run well, the machine is light, and the wheel rigid as a board; the ball-head has a perfectly free movement, without being too complicated; there is a good throw to the cranks that makes every kick count; but when it comes to the handle and bar, you have simply beaten your own record. A person with as short arms as I have is in a position to appreciate bars that are easily adjustable to any length of arm, besides you can get just the right purchase for a good solid pull. Every time I show the wheel to some 'cyclist, it is a case of "love at first sight." There will be many more here to keep it company before long. Yours truly,

GEORGE S. DARROW,

Indianapolis, Ind., April 30, 1887. Editor Wheelmen's Record.

SOME League members in the West, are working for the re-election of J. C. Gulick of New York on the Executive committee. He is a good man, but we hope to see Mr. Bidwell take this position in a walk over.

ONE of the most noted divines in Buffalo, N. Y., uses a Rudge Bicycleette in his pastoral duties.

SINGER CYCLES.

1887 APOLLO.



Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.

THE

OTTO PATENT

Corrugated

WIRED TIRE

Is used on all our

1887 APOLLOS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.

See what the *Bicycling World*
says of it:

1887 CHALLENGE.



No Finer Wheel was ever made for the Money. \$10 includes Spade Handles, Balls to Both Wheels, Engamel and Nickel Finish, and Detachable Bars. Otto Tire.

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus. It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

APOLLO SAFETY.



Staunch, Safe, Reliable.
Easy to Ride.

A Superb Hill Climber.
Otto Tire.

A FINE LOT

—OF—

SECOND
HANDS

—AT—

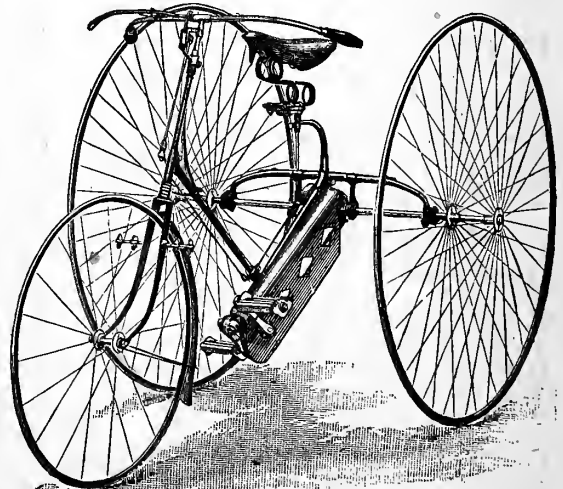
VERY LOW
PRICES,

Bicycles,
Tricycles,

—AND—

Safeties.

S. S. S. NO. 2.



For Ladies and Light Weight Gents. Light and well made
Four Bearing Axles. Otto Tire.

W. B. EVERETT & CO., Sole U. S. Agents, 6 and 8 Berkeley Street, Boston.

CYCLISTS' TOURING CLUB.

F. W. WESTON,
Chief Consul,
Savin Hill, Boston, Mass.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bettinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—F. J. Pool, 3 Broad street, New York City.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oscaloosa.

Wyoming Territory.—C. P. Wassung, West Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected:

Minot, Mrs. H. G., Lamoille ave., Fairfax, Vt.

Murray, S. H., Sewickley, Alleghany County, Pa.

Mealy, W. H., Catsaqua, Lehigh County, Pa.

Roberts, H. L., 1125 Chestnut street, Philadelphia, Pa.

APPOINTMENTS.—Consul for Canal Dover, O., Emmet C. Dickson.

NOTICE.—On and after the 1st day of May, Mr. Frank W. Weston will re-assume active duty as U. S. Chief Consul of the C. T. C. Mr. Weston's address is Savin Hill, Boston, Mass.

FOR SALE OR EXCHANGE.

FOR SALE—Great Bargain, 1 Sparkbrook Humber Tandem (convertible). Balls all over, including pedals; enamel finish; good as new; perfect in every respect; ridden about 100 miles. Cost \$260. If bought quick will deliver at cars crated for \$150. Guaranteed as represented or money refunded.
S. T. CLARK & CO., Baltimore, Md.

FOR SALE.—One 58-inch Royal Mail, nickelled, 1885 pattern, in excellent condition, ball pedals, Lillibridge saddle, etc. Address, CHAS. F. JONES, P. O. Box 285, Newton, Mass.

FOR SALE.—New Humber 56-inch racer, twenty-two pounds. Will accept first reasonable offer. Address, H. M. P., 218 Bay street, Jersey City, N. J.

FOR SALE.—52 in. Victor, balls all round. In excellent condition. With or without cyclometer. Address D. W. N., No. 30 Summer St., Boston.

I HAVE A 52-INCH EXPERT Columbia which I would like to exchange for a good Gold Watch, of some Standard make. Machine is in good condition and is worth about \$75. Address C. H. DELAND, Thompsonville, Conn.

BICYCLE TACTICS; 3d Edition; revised; enlarged; has bugle calls; price 20 cents. Send two dimes side by side, wrapped in piece of paper.
T. S. MILLER, 23 So. Jefferson St., Chicago.

BICYCLES FOR SALE.—Bicycles and tricycles, all kinds, descriptions, and prices, from \$35 upwards. Call and examine or send for list to RUDGE AGENCY, No. 152 Congress street, Boston, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE.—One 59-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, ..

BICYCLES AND TRICYCLES, new and second-hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

FOR SALE.—56-inch Victor, '86 pattern, in first-class order. Also O. W. Co. hub lantern. Address, box 1593, Fitchburg, Mass.

WILL You Send To-day?

Will you send for our FREE canvassing outfit TO-DAY? IF NOT, WHY NOT? It costs you nothing to make a trial canvass. THE PENNY WEEKLY is an elegant 16-page paper, and is only 50 cents per year. Six months on trial, with premiums, 25 cents. Nine out of ten persons who have that amount in their pockets will subscribe. Each subscriber receives 52 weekly copies of the cheapest paper published in the world, a subscriber's CERTIFICATE OF INQUIRY, and a book of 52 Penny Weekly Inquiry Coupons. Send to-day.
Address PENNY WEEKLY, CHICAGO, ILL.

L. A. W. CARDS: 100 for \$1.25.
200 for \$2.25.

Star Riders, 50 for \$1.25.

With Name and Address.

755 Broad St., Newark, N. J.

CLUB WORK A SPECIALTY.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

The Lucidograph

will give the greatest amount of satisfaction to the photographer seeking enjoyment with the Camera because it combines all the desirable qualities. Specially designed for Cyclists.

BLAIR'S CAMERAS AND OUTFITS
HAVE NO EQUAL

THEY CANNOT BE SOLD IN COMPETITION WITH OTHER MAKES
NONE OF WHICH POSSESS HALF THE ADVANTAGES

THE BLAIR CAMERA CO.
BOSTON
NEW YORK • PHILADELPHIA.

E. H. WILCOX.

W. L. SURPRISE.

Chickasaw Bicycle Agency,

134 & 136 Jefferson St., Memphis, Tenn.,

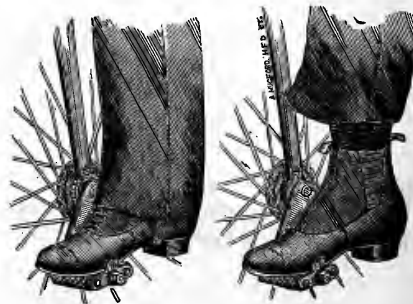
State Agents for the

AMERICAN CYCLES.

Second-hand wheels bought, sold and exchanged.

Attention, Cyclists!

Tucker's Elastic Strap.



Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing visible from the outside of the pants.

It is **Neat, Stylish, and Easily Applied or Detached.**

For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers,

TUCKER & HUBBARD,
P. O. Box 1029. Hartford, Conn.

For sale also by A. G. SPAULDING & BROS. at their Agencies.

Liberal Discount to the Trade.

Price, 25c. per pair (mailed).

Full directions with every pair.

Bicycles and Tricycles 1886.

NOW RECEIVED.

Price, 50 Cents.

I Can Fit any Bicycle with

Cow Horn Handle Bars,

Nickeled, with brake lever to match,

Price, \$4.50 Per Pair.

Try a bottle of the best enamel in the market.

Hancock's Liquid Enamel,

Only 50c. Per Bottle.

A fine brush given with every bottle.

S. J. FRANCIS, Fitchburg, Mass.

Correspondence from the trade solicited.

STOLEN!

From my residence about 2 A. M. one Bicycle, an "Expert Columbia,"

50 inch, full nickel except the wheels, which were enameled. Name and number (9118) can be found on the head. Had on at the time it was stolen a Lamson Luggage Carrier, a "Standard" Cyclometer registering 787 miles, a plate on left fork with my name on (which can be easily removed), and Columbia double-grip handles. Parties seeing the above wheel will please notify HENRY E. DUCKER, or J. H. CLUNE, City Marshal, Springfield, Mass.
Springfield, Mass., May 9, 1887.

WELL DONE, QUADRANT!

Weatheroak Hill, Birmingham

CONQUERED ON AN ORDINARY

Roadster Quadrant Tricycle,

GEARED TO FIFTY-FOUR INCHES.


"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before."—THE CYCLIST, MARCH 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses, he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Allard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber."—WHEELING, MARCH 9, 1887.

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times."—EXTRACT FROM MR. BIRD'S LETTER TO THE QUADRANT TRICYCLE CO.

These Facts Proclaim the Quadrants

THE BEST HILL CLIMBERS OF THE AGE.

 This is the same style of Quadrant that has a record of one mile in 2 minutes and 38 seconds, on the road.

1887 PATTERN QUADRANTS NOW READY FOR DELIVERY.

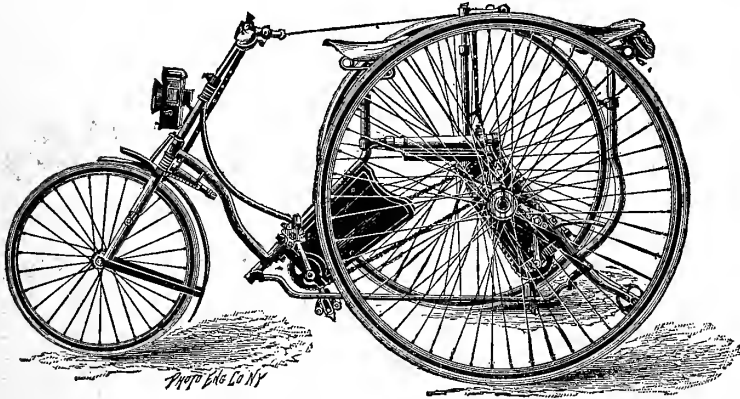
Samuel T. Clark and Co., Sole U. S. Agents.
Baltimore, Md.

CUNARD

**BICYCLES.
TRICYCLES.
TANDEMS.
SAFETIES.**

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

D. ROGERS & CO., Gentlemen;

Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best Tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is the *only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine will ever be*.

(Signed) T. J. KIRKPATRICK.

SEND IN your Orders for Spring Delivery, and Don't Get Left.

D. ROGERS & CO. Sole Importers, 75 Clinton Avenue, Newark, N. J.

Send for List of Shop-worn Machines, which must be sold to make room for Spring Stock.

Catalogues free on application. Cabinet Photographs of any Machine, 25 Cents.

RESPONSIBLE AGENTS WANTED.

SPRINGFIELD ROADSTER.

(Yost & McCune Patent.)

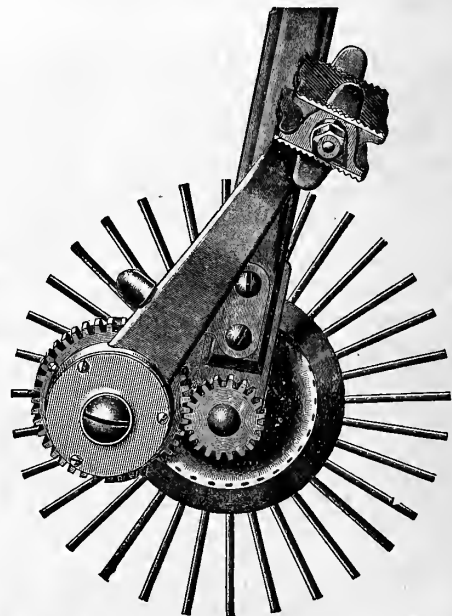
LONG DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.

The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the
Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



Light Running Fish Adjustable Saddle.
Known to be the Best.

— Do not fail to examine before purchasing. —



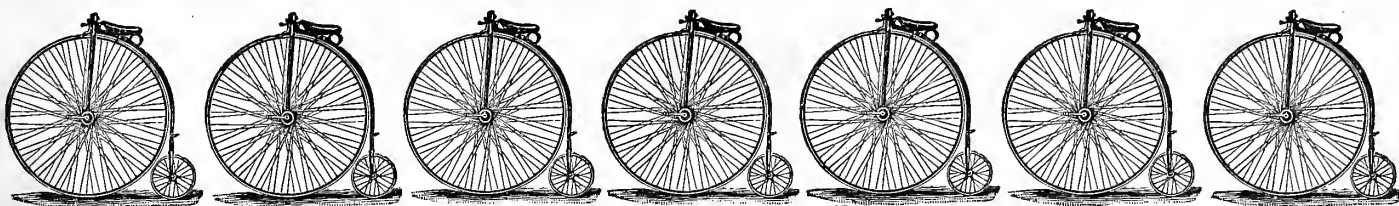
Perfect Control of Large Wheel.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches. The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

JOHN P. LOVELL'S SONS, Sole Agents for New England,

147 Washington St., cor. Cornhill and Brattle Streets, or SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.



Question—Is wheeling better than walking?

Answer—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box, and rolling the same in a cask.

Q.—Should riders lend their cycles?

A.—No; unless they have a grudge against the machines.

Q.—Does it pay to ride the best wheel made?

A.—Yes. A cheap wheel soon wears into a trap. Cheap wheels are made to sell, not to ride.

Q.—Why are "Victors" universally admitted to run easily?

A.—Because they are rigid in all points except the tires, where they show the greatest amount of elasticity in the right direction.

Q.—Why are they known to be coasters "par excellence"?

A.—Because the lines are true and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.

Q.—What one feature is more important than all others in wheel making?

A.—That tires should stay.

Q.—Does any maker guarantee tires to stay?

A.—Yes. The makers of the "Victor" do; and if a compressed tire comes out, they will apologize and re-set without charge. A compressed tire costs much more than a cemented tire.

Q.—Does any maker use rubber as fine as it is possible to make?

A.—The Victor tires are pure Para gum with nothing added but the chemicals necessary to vulcanize. They will float in water.

Q.—Why are "Victor" rims stiffer than any others?

A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

Q.—Who originated the square rubber pedals?

A.—The Overman Wheel Co., who also originated the "Victor" swing saddle which has been so widely copied in the market.

Q.—Does any maker put upon the market a bicycle all forged steel?

A.—The makers of the "Victor" will pay \$100 for every ounce of cast metal found in their Bicycle.

Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best?

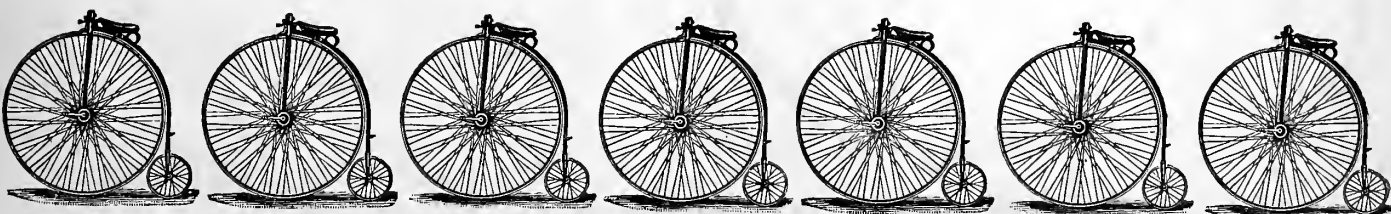
A.—No. If their machines are mentioned in wheel papers, it is done without charge, as they do not countenance filling wheel papers with such "penny a line" bosh. The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals, which says, "allow me to suggest that you use our reading columns more. Can give you space in quantity at 12 1-2 cents per line. It is an excellent way to top off display Ads., and to keep prominently before the public."

The makers of the "Victor" wish to have riders understand that they do not "top off" their display Ads. in reading columns "at 12 1-2 cents per line." When they get to be overly anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may publish columns at 12 1-2 cents per line. They believe that just this sort of stuff in cycling papers, loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising?

A.—Because they have merit enough in their own wheels to talk about without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the Overman Wheel Co. of 182 Columbus ave., Boston.



The * Bicycling * World
JOB OFFICE.

We are now prepared to take orders for all kinds of work at reasonable prices.

Estimates furnished on application, and satisfaction guaranteed.

BICYCLING WORLD CO.,

12 Pearl Street, Boston.

The Coventry Machinists' Company.

THE "UNIVERSAL CLUB" BICYCLE.



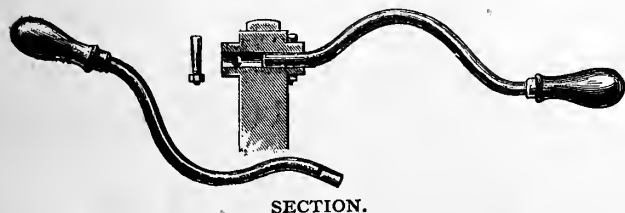
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PRICE
\$105.
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PRICE
\$105.
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❧ SPECIFICATION. ❧

Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with butt-ended spokes; front wheel grip brake.

PATENT DETACHABLE HANDLE-BAR.



SECTION.

FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles and Kirkpatrick saddle can be fitted at small extra cost.

SEND FOR CATALOGUE.

239 Columbus Avenue, - Boston, Mass.

THE BEST IMPORTED PATENT COLD DRAWN

Seamless Steel Tubing

IS USED FOR BOTH FELLOES IN THE

Columbia Light Roadster.

The tubing is imported in short lengths from W. C. Stiff, of Birmingham, England, Contractor to Her Majesty's War Department, and the original house of the only two in the world which execute this work. By special machinery at our factory the tubing is rolled into hollow crescent form.

This FELLOE is used by very few bicycles manufacturers, on account of its expensiveness, but its superior advantages in durability, insurance against buckling, and its great strength and rigidity, make us willing to guarantee it as the

The Best Fellow In The World.

POPE MFG. CO.

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PRINCIPAL OFFICES: 79 Franklin Street, cor. of Arch, Boston.

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The most Comprehensive Cycling Catalogue published.

Fifty-two Pages, Forty-seven Engravings. Sent Free by Mail upon Application.

LEDSAM ST., MONUMENT LANE,
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July 1, 1879.

W. C. STIFF,
*Contractor to Her Majesty's
War Department.*

W. C. Stiff ventures very respectfully to draw the attention of Government Ministers for War, and Small Arms Companies generally, to the Credenda Steel Rifle Barrels* now so extensively used throughout the World.

Upwards of Five Hundred Thousand Remington, and One Million Martini Henry Rifles have been made with the Credenda Steel Barrels.

More than One Million Eight Hundred Thousand (1,800,000) Credenda Steel Rifle Barrels, rough bored, solid taper shapes, and pierced moulds have already been supplied to the leading Small Arms factories of England, America, and elsewhere.

The large Armories of the United States of America, alone received from the above quantity upwards of One Million Two Hundred Thousand (1,200,000).

W. C. STIFF,

CREDENDA.

*The material used for the Credenda Steel Rifle Barrels is identical with that used for the Felloes on the Columbia Light Roadster.



THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.
5 cents a copy.

BOSTON, 20 MAY, 1887.

Volume XV.
Number 3.



Wilkes-Barre, Pa., May 11th, 1887.

OVERMAN WHEEL CO.

Gentlemen--I require for my use a Light Roadster Bicycle with a 64 inch front wheel. I am aware that in a machine of this size, the strain will be so great, that unless the workmanship is of the very best, the wheel would not stand the wear and tear of use.

After examining, and riding all the other high grade makes, I have decided to place this order with you, as from my own observation, and the known reputation of the "VICTOR," I am convinced that the class of work you do will result in entire satisfaction, even in building a machine of extraordinary size.

Very Truly Yours,

JOHN V. BROWNELL.



THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.
It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

W. W. STALL, 509 Tremont Street, Boston, Mass. Sole Agent for Eastern Massachusetts.

STEEL BALLS

FOR ANTI-FRICTION BEARINGS.
—OF BEST CAST STEEL.—

HARDENED, GROUND AND BURNISHED.
3-16 to 3 diam. Samples and Prices on application.
SIMONDS ROLLING-MACHINE CO.
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JOHN HARRIOTT,
MEDALS and BADGES,
Also BICYCLE CLUB PINS OF EVERY
DESCRIPTION. DESIGNS ON
APPLICATION.

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THE STRONGEST KNOWN
Bicycle Elastic Cement.

Used the same as Sealing Wax. No Naphtha.
Dries instantly, and can be carried in vest pocket or
saddle bag. Price, 25 Cents. Don't wheel with-
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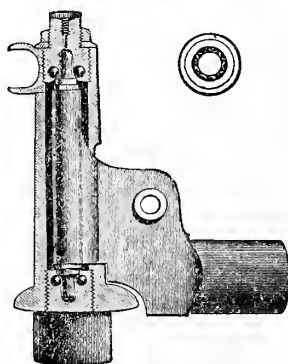
THE NEW MAIL.

Latest American High Grade Wheel.



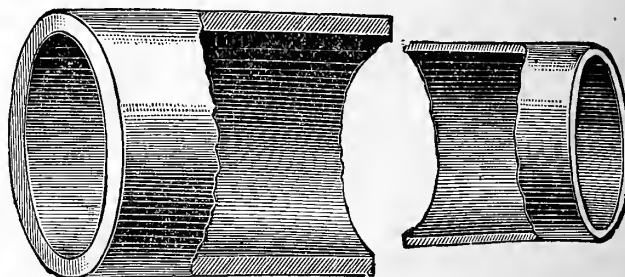
At least, before purchase, see or send stamp
for Large Illustrated Catalogue of this

SUPERB WHEEL!!



Trigwell Ball Head.

1000 miles without oiling
or adjusting. Perfect Rigidity
and ease of steering. Great-
est modern improvement!
See testimonials in our cata-
logue.



Sectional views of neck and back fork end of

Warwick's New Perfection Backbone,

Giving increased thickness and strength at upper end, where is the greatest strain. Forks, also, same construction.



Warwick's New Rim.

No Seam outside.
Thickened Metal a
bottom. Cemented.
Tire.

Also New England Agents
for the

**IDEAL
BOYS' BICYCLE.**

MANUFACTURERS,

WM. READ & SONS, - - 107 Washington Street, Boston.

AN IMPORTANT ANNOUNCEMENT!

We beg to inform the readers of this paper, and the interested Cycling public, that we have purchased the patents, plant and name of the

LILLIBRIDGE SADDLE,

and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge will be carried out by us, and, as formerly, the Saddle will be constructed so as to fit every make of machine.

The retail price of \$5.00 will also remain the same.

CORMULLY & JEFFERY MFG. CO.,
CHICAGO, ILL.

H. D. HEDGER & CO.,

BICYCLE MANUFACTURERS,

Repairers,

NICKEL PLATERS

—AND—

PAINTERS,

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PRICE 50 CENTS PER YEAR, POST-PAID.
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ADDS TO THE COMFORT OF THE CYCLER.
THESE ACCESSORIES WE OFFER FREE TO
EVERY WHEELMAN ON CERTAIN
CONDITIONS NAMED IN THE CIRCULAR.
SEND FOR SAMPLE COPY AND PREMIUM
LIST. IT WILL COST YOU NOTHING—
ONLY A POSTAL CARD. ADDRESS

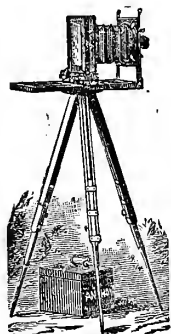
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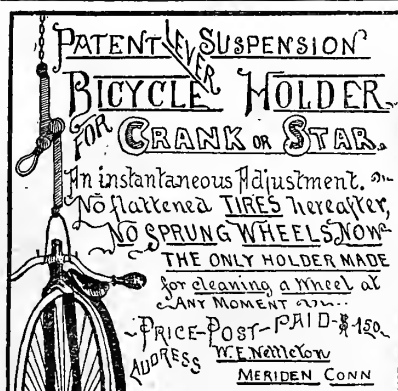
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agents for the Celebrated
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Amateur Outfits in
great variety from \$9.00 up-
ward. Send for Catalogue or
call and examine.

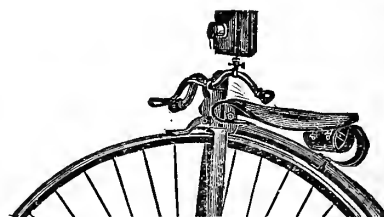
More than Forty Years
Established in this line
of business.



NOW IS THE TIME!

to procure your touring outfit, and
it will not be complete without a
"Z. & S." Bundle Carrier. Price
reduced to \$1.50. Made to fit any
Machine.

Howard A. Smith & Co.,
Newark, N. J.



BICYCLISTS'
"POCKET"
PHOTO-OUTFIT:

Weight, only 12 ounces,
PRICE, \$12.00.

THE CONCEALED CAMERA, \$15.00.
Detective Cameras, Tourists'
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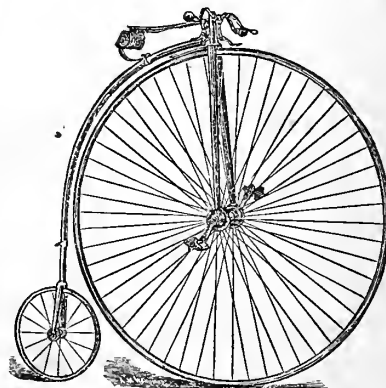
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423 Broome St., N. Y.

W. IRVING ADAMS, Agt.

THE CENTAUR.



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AMERICAN WHEELS,
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BOSTON.

Send for Catalogue, or call, it will pay you. Repairs of all kinds one at lowest rates; Machines bought, sold or exchanged; large stock of Parts and Sundries always on hand; old wheels taken in exchange for new ones; Boy's Ideals at special prices; large riding school, lessons free. When you buy, remember the AMERICAN WHEELS ARE THE BEST.

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Suits of all descrip-
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AND IN NAVY BLUE, BOTTLE GREEN,
AND SEAL BROWN; ALSO IN BLACK
IN COTTON. EXTRA LONG LEGS: MAY
BE CUT SHORTER AS DESIRED AND
STILL HAVE FINISHED TOP.
Send for PRICE LIST.

Goods mailed to any address.
SHAW STOCKING CO.,
LOWELL, MASS.

WE MAKE A SPECIALTY
IN
SECOND-HAND BI TRI CYCLES,
AND TAKE THEM IN
EXCHANGE

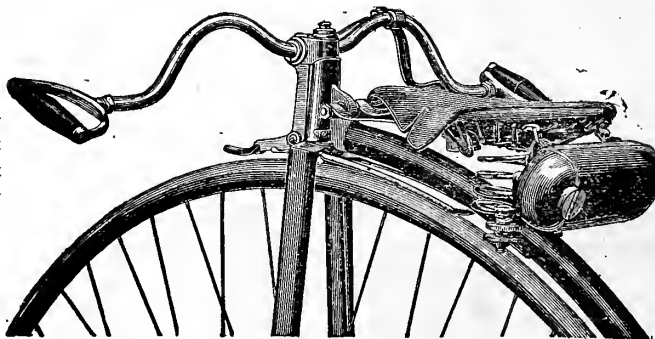
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New York Bicycle Co.,
38 PARK PLACE.
HARLEM BRANCH, 124th St. & 7th Ave.

Townsend Saddle

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

Price, \$6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

Spade Handles.

More comfortable. Great power. in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

Price, \$5.00.

To be happy you must have your bicycle fitted with the **TOWNSEND SADDLE** and **ADJUSTABLE SPADE HANDLES.** To be obtained or fitted by any of our Agents.

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Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 20 MAY, 1887.

LACK of space this week compelled us to hold over all our Club news items, and also, one or two other interesting articles.

WE cannot quite understand the opposition of some of the Western men to Mr. Bidwell for the third man on the Executive Committee. We hope to see him elected in spite of the disaffection.

BOSTON is happy, and the Boston Club very much "sot up" over the possession of the first six-in-hand ever brought to this Country. The trial trip, though short, was very satisfactory, and gave promise of great things.

THE first of the series of races between Howell and Woodside took place, and proved a losing one for the American professional. The distance was twenty miles, and the time creditable, showing that the usual professional tactics of a waiting race, were not resorted to. Victory, this time, perches on the crest of the British lion. Let us patriotically hope, that the American eagle may take the "lion's share" in the series. Our champion is reported as being vanquished in the initial brush, but, thank heaven, the Republic still lives.

MANY serious questions will no doubt come before the Board of Officers, and we know of no more important question than that of finance. We have on several occasions alluded to this matter and made some suggestions as to the remedy. It is a question the Board cannot dodge or put off temporarily. We believe the Board is made up of men who are perfectly capable of dealing with this vital question in a practical business way. The Divisions have been loyally patient in not pressing their claims against the National Treasury, but of course, and in justice, there must be a limit to this accommodation. As to how the National Board dispose of this matter, we shall be very curious to know.

BY the time this paper reaches our readers, the eighth annual meet of the League of American Wheelmen will be well nigh an event of history. Chief Consul Hayes has been indefatigable in his endeavors to have Massachusetts well represented. Chief Con-

sul Bidwell will take care of New York, and see that the Empire State has a representation commensurate with his division's importance. Pennsylvania will send a large delegation, notwithstanding the political earthquake that has so recently shaken it. As for the more western states, they will of course send the bulk of the visitors to this, the "Eighth Annual." We notice our worthy contemporary, the American *Wheelman* accuses us of throwing "cold water" on the meet. "The Critic," who wrote the article evidently is a dyspeptic. Our cordial support and sympathy has been with the St. Louisians from the start.

AN epidemic, in the form of a desire on the part of some to possess some one else's cycle, seems to have broken out in virulent form lately. It seems to be particularly energetic in Godly New England. Perhaps the "down Easter" is more quick to appreciate a good thing when he sees it, and with the appreciation maybe comes an overpowering desire to own. Such individuals, perchance, are in the same direful strait as the East Indian native, whose letter appeared a while ago in the *WORLD*, and who vowed he would die if he did not own a cycle. Seriously, the bicycle thief is getting too uncomfortably numerous, and though his ultimate arrest is pretty sure, no one cares to go through the bother of bringing the culprit to justice. Prevention is much better than cure, and we therefore advise our readers to make it as difficult as possible for any scamp to get away with machines. We are pleased to note that Mr. Ducker managed to cage his bird.

AMONG our correspondents that have been heard from in regard to their candid opinion on the changes made in the appearance of the *WORLD*, two decidedly object, "Verax" of Chicago, and "Rachet" of Newark. The latter in a private letter makes his general objections, and the former in his weekly budget, says: "I think it was too bad to throw away the heading so familiar to all the ancient devotees of the sport, and the general make-up is not just about what it should be, nor the new style according to my ideas any improvement."

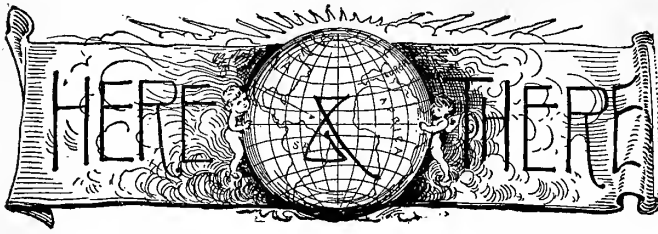
There is, no doubt a strong sentimental feeling against any change which for a time obliterates the identity of the paper, and none are more conservative than ourselves, hence we were loth to make the change. That the make-up is more modern, more up with the times, we think none will gainsay. We have the utmost respect for the views of the few who "don't like it," as we appreciate and share in the feeling of love for the old. We are glad to have so many express the opposite opinion, it encourages us to fresh effort.

SPECIAL OFFER.

THE transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such, should be encouraged as tending to the permanent good of cycling in more ways than can be referred to here, the BICYCLING WORLD Co. will send to each new subscriber whose subscription reaches Boston at any hour between midnight of the next eight Saturdays, and midnight of the following Monday, a copy of the "MY CYCLING LOG BOOK," free.

Those whose names reach Boston at other hours than those designated can obtain a copy post free by sending us seventy-five cents, and new subscribers will be furnished with a copy of the "MY CYCLING LOG BOOK," and the BICYCLING WORLD for one year, for one dollar and seventy-five cents in advance. To non-subscribers the price of the LOG BOOK is one dollar and a quarter. The LOG BOOK is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised.

Each issue of the present volume of the *WORLD* up to No. 10, inclusive, will contain a repetition of this notice.



NOTES FROM "LONDON, W."

I was stopped on the street a few days since by Mr. C. F. Haven, with the inquiry as to the results likely to follow from the competition of amateurs and professionals on the road. I told him what I understood to be the League's position in the matter, but was unable to tell him what action the N. A. A. A. may take. It does, indeed, look as if racing affairs would be even more complicated than hitherto. It seems to me that it is only fair to all concerned, that some definite understanding of the effect on the status of individuals this conglomeration of pure makers amateurs, and professionals is to be. I know, you know, and everybody knows, that racing men personally do not care who they race against, except so far as their chance of prize winning, is concerned; but there are many who wish to avoid a technical violation of the rule. It is only right that they should know what the League's position is, and whether the N. A. A. A. will endorse the League's action, whatever it may be. It would indeed be a queer state of things if the cyclers' own ruling body should not suspend, and an athletic organization should.

DAISIE joins issue with Violet Lorne, and challenges her to describe a better costume than the one she made so much fun of. Now I do not know much about this sort of thing, but Violet Lorne is an experienced journalist, a bona fide wheel woman, and evidently knows whereof she speaks. Daisie dodges the issue by not explaining what she did say, and what Violet ridicules. The little experience I have had, in a respectful contemplation of fair ladies, induces me to believe that a dress "without back drapery," would indeed produce a wierd effect. It is sometimes seen on the street, in the shape of a woman's-rights-dress-reform-school-committee female. Which is the woman of these two sweet named creatures, will be shown by which has the last word. This Daisie-Violet tilt is good for all summer.

I AM growing enthusiastic about military cycling, as it opens a grand opportunity for acquiring titles that are not available to one in the more ordinary cycling organizations. In one's club the title of captain may fall to one's lot, but it doesn't signify much, as in club runs you command, the men will insist on getting ahead of you, if they can; and if you are capable of retaining your position at the head of your column the pace grows so hot that the slow riders find fault. In fact a club captain's lot is not a happy one. But in a military corps, one might become a colonel, a major, an adjutant, or something of the sort, and could strut about in gold trappings, envied by the men, admired by the ladies, and could boss around the humble privates in good style.

At last the opportunity has arrived, and America can raise its voice in one great howl on the short track matter. Morgan writes to *Wheeling* that the two tracks the Americans have been racing on in Aberdeen are both short. Here again let the British press doubt American times, in the presumption that our tracks are not full distance.

A MEMBER of the League, Mr. No. 286, wants to know why wheelmen should not use sidewalks? The man? no, not the man, the *boy*, the child, the what-is-it, who labels himself with a number, asks a number of other equally foolish questions. It is discouraging, when all cyclodromy has been seeking to secure to cyclers, equal rights with horses and carriages on the highways, to have a person ask why they should not ride upon that portion of the highway prepared and set apart for the use of pedestrians. I thought the League did not admit members under eighteen years of age.

A RIDE over Omaha's paved streets with a cyclometer will reveal the fact that of asphalt there is sixteen miles, granite five miles, cedar block ten miles, and ten miles more in course of construction, which is decidedly not bad for a city not over thirty years of age. When "a thing" becomes "the thing" you can rest assured Omaha rolls right up to the front, and wheeling having become "that thing," the city will not be left in the rear by anybody.

NEW ORLEANS.

"SENIOR."

CYCLING here is represented by the forty members of the N. O. Bi. Club and about fifty unattached riders. The club has a convenient and comfortable headquarters, neatly furnished, on St. Joseph St., near Lee Circle. St. Charles Avenue commences this circle, and for a distance of five miles is paved with Asphalt. This is the favorite resort of our wheelmen, and naturally their pride and boast. Improvements are constantly going on, and eventually it will be one of the finest residence avenues in the Union. From Carrollton to West End, our Coney Island, it is six miles, shelled all the way. Mounting at the Club House, the L. A. W. Restaurant, eleven miles, is reached without a single dismount.

THE famous shell road has been improved and widened until it is almost like a racing path.

THE word "tough," as understood in St. Louis becomes an honorable title when acquired by doing the De Sota route. Why? Because it is literally earned by the sweat of the brow. "Senior" has been there, and is proud of the honor.

HARRY HODGSON our new C. C. is a dandy. He celebrates his election by appearing on the road with a new tricycle. If he will polish up the division in the same elegant and energetic style, he will get the thanks of the entire membership.

THE board of United States Engineers have accepted the Chalmette shell road. This road connects the United States barracks with the battle field of New Orleans.

OUR Mayor has given permits to several members of the N. O. B. C. to ride the sidewalks. The boys must be pleased, politically speaking, that is understood, but wheelmen have no more right on the sidewalk with a bicycle than they have with a horse. A word to the wise, &c.

NEW YORK.

"THE RAVEN."

PARK COMMISSIONER CRIMMINS exploded some choice Hibernian English in Sunday's *Herald*, in reference to the wheelmen's bill at Albany, referring to the promoters of it as "those bicycle fellows." Of course, we don't expect, nor desire, praise from this individual, whose business as a contractor, causes him to make our already miserable streets worse, and who, it is alleged, keeps his position as a Park Commissioner, so as to enable him to use that public property for a dumping ground. Naturally he dislikes to see gentlemen admitted there, especially when they advocate good roads, and honest public office holders, as wheelmen as a body do. No, we don't expect praise from such as he, but please, Mr. Crimmins, don't call us "fellows." Take a few years more in the primary schools, and then give your opinion of wheelmen in English.

YEA, verily! The wheelmen of New York are not a uniformed body of men. The parade of cyclists upon the Riverside drive every afternoon, presents as motley an array of nondescripts, as could be found anywhere upon the globe. Uniforms, or more properly, wearing apparel of all kinds, natures, descriptions, and colors, abound, and the ensemble presents all the appearance of a crazy work quilt with the delirium-tremens. This lack of taste, is the cause of more than half the ridicule attached to cycling here.

I WAS somewhat astonished the other evening, when sitting in the front row with the other "bald heads," witnessing a performance of the "Gypsy Baron," to see the fair young lady who played the character of the bride, adorned with a gold cycling medal of generous proportions. Not recognizing in her a rider of the wheel, I looked the mystery up, and soon solved it. She was from St. Louis, and was a friend of Whitaker's. The badge he had won, and presented it to this lady fair. Nice, wasn't it?

You speak of a cycle thief in your last issue, as a "prepossessing individual." Don't you think it would come nearer the truth, and save type-setting as well, if you had left off the prefix, and written him up simply as a possessing individual?

ABOUT half the new streets in Orange are to be lighted. The State Division has been requested to issue a map of the streets that are *not* lighted, for the benefit of tandem riders. What wheelmen with the first principles of a tandem rider, wants to take his best girl out riding on a street that is lighted up, when others exist that are dark.

THIS season's crop of would-be racing men here, threatens to be one of great magnitude. The Hendee's and Rowe's, that New York holds over the heads of the unsuspecting racing world, is stupendous, if we believe all we hear from these gentlemen, who are busy purchasing racing-wheels for pot-hunting purposes.

THE passage of the wheelmen's bill, and effect of the Saturday half-holiday law, will cause the number of riders to be doubled here during the present riding season.

BOTH the Citizens and the New Yorks, will enter teams in the alphabetical team race, both clubs have good material and should not finish at the tail end of the procession.

THE New York-Ixion combine goes bravely on, and daily draws nearer to an accomplishment. When completed, we shall see if the mingling of the new and the old blood will produce the roseate results that are predicted for it.

CHICAGO LETTER.

"VERAX."

I SEE the *American Wheelman* accuses you, Mr. WORLD, of throwing cold water on the Meet. There's one thing you can depend upon and that is that the fortunate ones who are able to attend, will have about the best time that it is possible for a lot of the jolliest and most generous fellows in this world can offer, assisted by a thoroughly comfortable quantity of the pecuniary needful, and by what may possibly be called the most hospitable city in this country, so it behooves that cold water be changed to the contrary regarding this happy event. If, however, the cold water is intended for the present way of doing things in our representative organization why, I must say it seems to be a proper caper. The *Wheelman's Record* of Indianapolis, handles this question without gloves, and offers some convincing arguments to sustain its position. It is true that there is a great deal of dissatisfaction in almost all the wheeling centres, because the divisions are obliged to give up so much of their funds to sustain the central organization, for which they get little save a very poor official organ. It is time that some of the brains in the League should be exercised somewhat in this direction.

I HAVE never known this town to be as excited over anything as over the proposed Pullman race on Decoration Day. Thirty-nine, I believe, had entered before the entries were closed, and most of them will be starters. They are learning to fib, too, about what time they have made, that their handicaps may be the more inviting. The whole lot insist that they haven't mounted a wheel this season, and have really, you know, been doing no training at all, excepting Ehlert and Bowbeer, both of whom, are training hard under Whit's instructions and are not afraid to say so. There is little to be had in this enlightened country without work, and any starter who loses a winning position at the finish, will have small consolation in the thought that he had not been training as assiduously as he should. Garden has spent a good deal of time in working up the details of this race and as nothing but the beastliest of weather can prevent its more than realizing the most sanguine of anticipations, Bob has good reason to smile, as he does whenever the subject is mentioned.

I AM very sorry to say that the prospects are not over and above favorable for a large delegation to the Meet from this city. In fact, I shall be surprised if a baker's dozen board the train next Thursday night. A few of us will make a strenuous effort to get off Wednesday night that we may enjoy the festivities of the Missouri Club, who propose to regale their friends on Thursday evening as only this club can. Burley Ayers will carry a claw-hammer coat in his M. I. P. bag, closely strapped to the back bone, but the rest of us who are not so fond of a strapping will stick to our faithful old Prince Alberts.

THE new League cloth has not reached our city yet, and naturally there is some grumbling. I ordered enough for a suit with a proviso that it reach here in time to be made up for the Meet, but either the express companies are slow or it has not been shipped. By the way, I wonder who will represent John Wannamaker and Brown. They have not yet peeped about the L. A. W. suit, however. I think the boys are generally sorry that the contract was not again awarded to Browning, King & Co. Not because they have any overwhelming love for that concern, nor that they were inclined to be satisfied with the horse chestnut color of the latter day League suit. But Mr. Harry Hatch, the local manager of this concern, has been exceedingly courteous to us, going out of his way in many instances to oblige any bicyclist who called upon him for anything in the line of repairs or alterations, and we could not be other than boors were we not appreciative of his many kindnesses. Trust Harry will be able to fix it, so he can continue to handle the suit, though I suppose it is not probable. He told me the other day that he should always be ready to measure any of the fellows who wanted to send their orders to Philadelphia, free of charge.

WHIT. has just surprised me. Came to town for a couple of day's rest. Has a very dudish light-colored Prince Albert suit, evidently

the artistic production of a St. Louis tailor. He will leave for Clarksville again to-morrow night. I never saw him looking so well, and I expect he will set a pretty lively pace on the 23rd. He weighs only 132 pounds and is the lightest man in the party. He says most all the probable starters are there, except Prince and Ashinger who are expected shortly. Whit. has no trainer beyond a native black man to rub him down, but there are few who can give him pointers as to how to take care of himself. He is bubbling over with enthusiasm, and wants to find somebody who will bet that McCurdy finishes the race. Prince and Ashinger will not arrive at Clarksville until the 19th inst.

THE general trade continues to boom without calling any stops. All the different retailers seem to be keeping their end up, and altogether we are having a very successful season. The Gormully & Jeffery Mfg. Co. have just entered suit against the Overman Wheel Co., suing A. G. Spaulding & Bros., of this city, as their agents. A number of infringements are claimed.

ST. LOUIS.

"BREVITY."

WHEN this is read, St. Louis wheeldom will be in the midst of a high old time. The Missouri Club holds a special meeting to-night (Saturday) to get into complete readiness for its share of work, and the meet committee comes together for the last time Tuesday night. Everything is in tip-top shape, and every expense will be met by a generous supply of funds.

TOM STEVENS and those visitors who arrive early, will be tendered a reception at the Missouri Club Thursday night. Stevens will represent *Outing* at the meet, and his voice will be heard at the banquet, with those of some of the best speakers in the city. A handsomely engraved invitation card, stamped with a purple die of the L. A. W. emblem, was sent to all these gentlemen.

THE runs will have particular attention. There are three principle runs, two on the De Soto road and the one to Manchester. Greenwood, Lewis and Hildebrand, all men of fine physique and jovial fellows, will manage them, with the assistance of the reception committee of forty men.

A SMALL portion of the crowd will likely remain in the city on Sunday, the 22d., and go to Clarksville on that night's train. The outlook for a grand race grows brighter each day, though the list of entries was just a little slim a week ago. The Victor team rode over the course in a buggy last Sunday and, I hear, swore at the hills. McCurdy and Frazier are there, and Mac's stomach has been troubling him a trifle. Crocker and Brooks are the latest arrivals. Both have been quietly training for some six weeks. Brooks has been at work on the tall Pennsylvania hills, and will certainly stand a big chance. He still says he aspires to some day, do up Billy Rowe and Woodside.

GREENWOOD's challenge for a race on the De Soto road is discussed pro and con, and while some insist he cannot be equalled in his line of work (hill-climbing) others think he can be beaten, and one man is anxious to bet \$100 against him.

LADISH has given Clarksville the biggest boom the town ever had. He tells me he has secured one of the best artists in the country to embellish his June number of the *Wheelman*, and that it will excel all his efforts of the past. Ladish is undoubtedly a dandy.

THE S. O. G. hill medals are likely to be forthcoming, as the pictures of the old Rambler's Club are to be raffled for the purpose.

PREVIOUS statements as to the private fund of the Missouri Club are away off. It has increased from \$300 to \$1000. Impossible to spend it, you say? Come and see the club house. It is to be literally covered with floral decorations and everything that can beautify, and the Stevens reception alone will cost the former sum.

ALLY STEWART has received a number of personal letters from all parts of the country, congratulating him on the excellence of the official programme.

NEW JERSEY NOTES.

"RATCHET."

WHEELMEN without number were to be met on every avenue between Broad street and Second Mountain yesterday, and a more delightful day for a spin around the mountains could not have been chosen. Several parties rode to Morristown and beyond, a pair went to Paterson, and some to Staten Island, and from all directions the reports are favorable as to the condition of the roads. I was informed that an attempt was to be made by a number of riders to ascend Eagle Rock hill without a dismount, but as no one in the vicinity knew anything about it I'm

inclined to think it was a "ghooler." However, *I did not* ride up to witness any such attempt.

ON Saturday afternoon Wm. Batchelder and Rolit Gardner of Bloomfield, were having a sprint in the park at that place, when they ran foul of the bicycle of Leonard Richards, who was riding around the paths. Batchelder was knocked down and received a number of bruises about the legs, while Richards was thrown. He escaped without any injury, but his wheel was pretty badly damaged. Those who witnessed the affair were surprised that Batchelder escaped with his life. Neither party blames the other for the accident.

A LOOK in at Oraton Hall on Saturday night showed eight beginners hard at work mastering the difficulties of the "balance," "mount," "dismount," and last, but not least, the "fall." One or two of them had the latter down fine, as they could cover the whole side of the hall at one tumble. One of the pupils—who is learning to ride—is sixty-two years of age, and yet is able to handle himself in as good form as the younger men.

Two members of the Atlanta Wheelmen—Messrs. C. A. Woodruff and C. G. Halsey—succeeded in capturing records of 100-miles within twenty-four hours on May 4, thus becoming winners of a gold medal apiece. Every member of the club intends to win a Century medal if he can.

EUGENE MILLER, Station agent for the Pennsylvania R. R. at Rollinsville, met with a serious accident on Tuesday evening last. He fell from his bicycle and dislocated his ankle, the end of the bone tearing through the flesh, and protruding an inch through the skin.

THE Columbia College Athletic Association gave a two-mile bicycle race at their Spring games on Staten Island, 14 May. McGuire, '89, was first in 6 m. 36 1-4 s., breaking the Columbia College record; Hornbostel, '90, was second.

THE Elizabeth, Hudson County and Union County boys were put through their paces over the Irvington-Milburn course on Saturday afternoon.

FOREIGN

FLASHES.

MORGAN denies that the Aberdeen race between himself and Woodside was hippodroming. In writing *Wheeling* he says: "Woodside's tactics came from fear to risk his neck on so dangerous a track, and I approve of his moderate showing in this instance." He further states that the track in Bon-Accord Recreation Hall is 104 yards short of the mile. *Wheeling*, in its usual square manner, apologizes to the team for the injustice done in accusing them of "faking." THE WORLD also gets down on its marrow-bones and asks Woodside's, Morgan's and Temple's pardon.

IN the articles of agreement between Woodside and Howell we learn that the races are to be started from a push off: Wolverhampton rules to govern. The first race to be run at Leicester, 24 May; the succeeding races at places to be mutually agreed upon. This clashes with the *Herald's* cablegram.

MORGAN is not satisfied with the results of the late race at Aberdeen, in which Young demolished the "Yanks." The Senator challenges, on behalf of Temple, Mr. Young to race the junior member of the team for any stake, a distance of 10 miles, and planks down \$50 as his share of the purse.

MR. TEMPLE, the American trick bicyclist, made a successful attempt lately to ride along the wall of the North Pier at Aberdeen, Scotland, on one wheel. Attired in a racing suit, and having a rope attached to the handle-bar of the bicycle, which a companion held in his hand, Temple balanced himself for a short time and moved rapidly off toward the lighthouse. On reaching the sloping rise of two feet he nearly ran off into the sea, but quickly regaining his equilibrium, he sped along in safety for a distance of about 150 yards. Temple stated that if he had been unfortunate enough to fall into the sea he would not have hurt himself, as the tide was rapidly running in; besides, he is an expert swimmer, and, at the worst, would only have had a bath. The height from the wall to the water is about 25 feet, and some five feet to the road bed.

THE Americans again made a very important appearance May 5, on the cinder track, Aberdeen. The first event on the programme was the Challenge Race of ten miles, between Young and Temple. Temple led the way for the first mile, then Young took up the running for another mile. In this manner they rode until the last but two, when Young made a desperate effort to pass Temple, but was unable to do so, Temple leaving him standing, when he heard the bell, and winning by about three lengths, as easily as any race could

have been won. Next came the Three Miles Handicap, with Woodside scratch, Day and Morgan being on the 200 yards mark. Day made the pace very warm for the whole distance until the last lap, when Morgan went by with a rush, and, sprinting in fine style, won as he liked, with Day some dozen yards off, while Woodside had only gained 125 yards. The high wind did not interfere with the riders. The racing time occupied was nine minutes, fourteen seconds.—*Sporting Life*.

In a late number *The Queen* has the following in relation to ladies riding the tricycle: "Those who begin riding now have not anything like the trying time which the lady riders of five years ago had to put up with. The public mind is getting educated to the fact, that tricycling for ladies is not an unseemingly fast, and utterly inexcusable pursuit. Many now ride who never before could see the beauties of country ten miles from their doors."

PHILADELPHIA.

"DON CÆSAR."

THE Southern tourists got off last week safely, the only accident being to the leader of the movement, N. L. Collamer, Tour Master, etc., who managed to break up his wheel before getting twenty miles out of town. The tour, strange to say, went on just the same! All aboard now for St. Louis. There will not be twenty men go from this city to the meet, but one of the twenty will be Kirk Brown, President of the Century Wheelman, who expects to ride Northrup's steam tricycle in the parade.

By the way, although it is much to be doubted if any practical use can be made of the Northrup engine on a tricycle, this little steam death-trap is one of the handsomest pieces of machinery that one would wish to look at. Engine, boiler and fuel weigh but sixty pounds complete, and for a small dynamo, a steam launch, or some such necessity for steam power in small space, it would be exceedingly hard to beat. For a tricycle though, the principal thing to kill it will be the price. A single machine, with the engine fitted, cannot be made up for much less than \$250, and a tandem is good for another hundred, at least.

We have had two instances lately in which clergymen have been obliged to give up riding the bicycle because of popular opinion that the wheel was an undignified method of progression for a minister. The fool-killer is badly needed in both Millersville, Pa., where the entire congregation of the church objected to a parson's use of the wheel, and in Germantown, where a few old pre-Adamites in the Price Street Church compelled their pastor to walk on his daily calls on the members of his flock. *The Times* says of these latter: "Doubtless, having deprived the parson of much needed exercise, the church of advantages, derivable from an increase in his scant leisure, and wheelmen in general of the comradeship of a good and respected friend, the fossils may now sleep the sleep of peace."

THE two-mile bicycle race of the University Athletic Association was run off on Saturday last in connection with the University sports. The only entries were C. B. Keen, '89, and L. J. Kolb, M. D. Keen started off with the lead, and kept it until the close of the first mile, which was completed in three minutes; Kolb then spurred past, with Keen trailing him entirely too close. On the straight of the next lap Keen steered wildly, and touching Kolb's back wheel, was thrown against the palings and somewhat scratched up. Kolb finished the two miles in 6.08, breaking the intercollegiate record of 6.17, heretofore held by Kohler. The result was unfortunate, as Kolb has improved so rapidly lately, that he would have made a very pretty race with Keen, and the result is very uncertain. Keen rides too big a wheel for his own good, and would get much better results from a size smaller.

It is unfortunate that the Schuylkill Navy sports are fixed for the 28th inst., as that is the date of the Intercollegiate meeting in New York, and all of our best athletes will go to the latter meeting. Kolb and Keen are both going over, and if Wilhelm comes down to the A. C. S. N. meeting there will be no one to give him any trouble, unless Richwine should turn out better than last year.

RECORD OF

THE WEEK.

THIS week we were favored with a visit from two well-known New York wheelmen, Messrs. Shriver and Millis. We had the pleasure of taking a "breakfast run" out to Brighton with these gentlemen. The effect of the provender stowed away by the New Yorkers at the Faneuil House was so invigorating that they insisted on going over to Corey Hill to see if they could not climb the grade. We could not but admire the ambition of the visitors, but our money went on "Corey." We, however, had the pleasure of seeing them go up—on foot.

THE © RUDGE © HUMBER © TANDEM.

The King of all Tandems.



FAST, LIGHT AND EASY RUNNING.

Stoddard, Lovering & Co.

152 Congress Street, - BOSTON, MASS.

❖ We are Well Satisfied ❖

That our Bearing is the Easiest Running on the market
by all odds.

That well known St. Louis wheelman, Harry Gordon, remarked the other day, "That he took a run with a couple of friends, who were mounted on new '87 Light Roadsters, and, coming to a hill, the

LIGHT CHAMPION'S SUPERIOR COASTING QUALITIES

were at once apparent, as he ran right away from his friends. But they were not satisfied, and insisted on trying it again with the same result.

IT IS ONE THING TO TALK, and quite another thing to TALK FACTS, "DON'T YOU KNOW."

The latter two have a pretty effectual way of talking for themselves.

By the way, if you want a Catalogue, let us know, and we will mail you one.

We are also mailing OUR SPECIAL CATALOGUE OF TESTIMONIAL, parts, sundries, etc., on receipt of one cent stamps.

Gormully & Jefferey Mfg. Co.

CHICAGO, - - ILL.

❖ Largest Bicycle Manufacturers in America.

So it seems that *Outing* has once more changed hands, this time the control passes into the hands of Mr. Poultney Bigelow, who will hereafter run the magazine.

THERE is no use talking, there will be an aching void, caused by the Springfield Club not having a race meeting this year. Perhaps the dear public will appreciate the loss, and clamor for a tournament in so loud a voice next season, as to encourage the club to try again.

By the way, speaking of breakfast runs, we are glad to notice that the Faneuil House is once more open to the public. Mr. Nesmith, the former landlord, has charge. He promises that he will run the house in first-class shape.

THE Lynn Club will change the programme of their races, so that the five-mile professional race will be a three-mile affair, and in the place of Rowe's attempt to lower the mile record, a one-mile race will be given.

We think it a little off color that the official organ should give space to men who defend sidewalk riding. The worthy Secretary-Editor should sit on such cranks, as such theories are not in line with law, order, and the mission of the League.

PHILLIP FONTAINE of the Citizen's Club is a hot favorite for winner of the New Jersey and New York interclub race. He is reported as being fast and "tough." We mean he is a scorcher, and very muscular, Mr. Owl.

BROOKS, the Pennsylvania flier, talks very confidently as to his abilities on road and path. He wants to wager all he has—his wheel—that Rowe cannot leave him 150 yards in an hour's run on track or road. We would like to put up something on that.

A DEAF and dumb rider is reported as being one of the entries for the Clarksville road race. He is further reported as saying (*Sic*) that he can do his little mile on the road in three minutes.

THE club that does not have a road race on Decoration Day is a club to be ignored as dead and decaying. The Cambridgeport Club cannot be thus classed, as they will have a twenty-five-mile road race May 30. Messrs. Carman, Caldwell, Briggs, Dr. Marshall, Roop, Himeon, Wheeler, Utch, and Lynch, are the entries.

MEMBERS of the E. R. C. will please take notice that at a meeting of the Eastern Road Club executive committee, it was decided to run the first race, twenty-five miles, Saturday, June 11, at 3.30 P. M. All membership clubs intending to participate will notify W. R. Maxwell, secretary, Pollard square, Somerville.

MR. DUCKER has got that bicycle thief. He was caught in Roxbury. As the adventurous youth broke into the house, the charge will be "burglary," and he will have a chance to sample the inside economy of our State Prison. So for a time this "enterprising burglar" will have to stop his burgling for a few years.

THERE is great speculation as to who will carry off "first" in the great Clarksville road race. We want to make a guess. We think Frazier or Rhodes, if they start will stand a big show for first and second place. If Rhodes gets one of his "tearing" freaks, he will be a hard man to beat. Then there is Crocker (?)

Won't it be rather a curious spectacle to see Abbott Bassett, Secretary, Editor, and Chairman of the Racing Board, referee that Clarksville road race, where the "Pariah" and the pure will be striving against one another for victory, and may-hap, ducats?

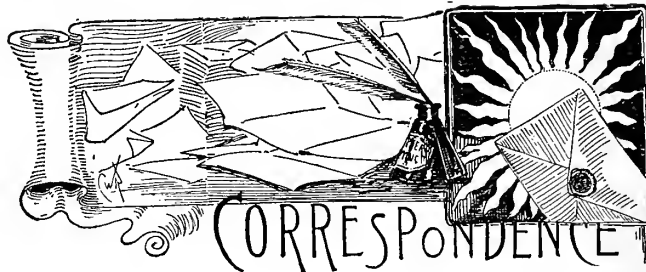
A NOVICE, whose pedal slipped from its spindle and let him down one day last week, says that nothing makes him want to get his arm out of the sling so much as a desire to "let out" at the sympathizer who smilingly asks him if he is going to sell his machine.

THE Rhode Island Wheelmen have had several runs lately, in which ladies participated. When such mixed runs have been announced, tandems have been at a premium, and neither love, money, nor political influence could tempt the happy owner of the double to part with same.

MR. M. McDONALD of the Pacific Bi. Club, thinks he has discovered a prevention for blistered hands, and we clip the following explanation from an exchange: "It happened that one of the horn handles of his bicycle came loose so as to revolve on the bar, when he was on one of his first long-distance rides of this season; and, being unable to tighten it, he rode with it so, discovering at the end of his journey that his right hand, which held the rigid handle, was badly blistered, whilst his left was quite free from that annoyance. He attributes the phenomenon to the absence of twisting vibration in the loose handle; and intends to have his other handle made loose on purpose.

AMONG the prominent cyclists at St. Louis who will hail from Massachusetts are: Chief Consul Hayes of the Cambridge Club,

Representatives Sanford Lawton and W. C. Marsh of Springfield, W. H. Emery of the Roxbury club, Abbott Bassett of the Chelsea club, Charles S. Howard of the Boston club, J. H. Grimes of the Cambridge club, and Charles S. Davol of Warren, R. I. They will cast the full vote of Massachusetts at the convention. Among the others who will go from Boston are Colonel A. A. Pope, A. H. Overman, H. D. Corey, W. B. Everett, George A. Nash, C. L. Smith, George W. Parker, George C. Newell, and Mr. C. Larry Overman.



SOCIABLE VERSUS TANDEM AGAIN.

Editor Bicycling World: While it can be of but small consequence to any one, whether I regard with favor or otherwise, any particular kind of machine, please let me assure "London W." that I have not "experienced a change of heart" in the least as to the merit of the type of machine, to which I am indebted for my happiest cycling experiences. The sociable is still, in my opinion, the preferable machine when one has a lady for a companion, and I have faith that eventually it will again be popular, though perhaps in a perfected form, much as the old velocipede is reproduced in the safety bicycle of to-day. If "London W." cares to know my present views on the *Sociable v. Tandem* question he can find them set forth in the "Jack Easy" letters in your last volume, much as though I had written them myself.

But it is vain to stem the tide of fashion, and in the "Victoria" I am only seeking to encourage a worthy new one. Not for ladies, though. Faithfully yours,

Savin Hill, Boston, 15 May, 1887.

FRANK W. WESTON.

THE GENUS "TOUGH"

Editor Bicycling World: It appears to me that all this fuss made by the "Owl" and others anent the St. Louis term "tough" comes from a misunderstanding of the term. As I understand it the person dubbed "tough" by the St. Louisians is one who is a hardy road rider, who enjoys nothing so much as tackling a perpendicular hill, and never refuses a challenge to a brush, and he should not be confounded with the individual whom in the East is known as the "rough" or "tough." Yours,

Doc.

ANOTHER ON THE SAME SUBJECT.

Editor Bicycling World:—I am pleased to notice some serious protest made in the Cycling press against the action of certain bicyclists, who, no doubt, would rise in their wrath and slay any one, who for an instant, suggested that they were anything but "real gentlemen." I cannot, for the life of me, understand why a man riding a cycle has any more license to make a buffoon and hoodlum of himself, for the nonce, than the man who rides in his buggy, or on horseback. We are very apt to kick most vigorously against what we term the "narrow-minded antagonism" of the public, while it is a fact that a good share of this prejudice can be traced to a source wherein the cyclist is to blame. The great complaint I have to make, is that the majority, (the very large majority,) have to suffer in the public estimation for the shortcomings, the horse-play and undignified pranks of the comparatively few. The remedy is, for all well disposed and gentlemanly inclined wheelmen, to pull together, and sit down on the hoodlum contingent so hard, that they will soon become an extinct species, and the earth shall know them no more.

Boston, 14 May, 1887.

TRIDENT.

WHY NOT, INDEED!

Editor Bicycling World:—In the last issue of the *Bulletin*, No. 286 wants to know why wheelmen should not use sidewalks? He asks: "Does a wheel occupy more room than a pedestrian?" I say, yes! The handle-bars are usually as long again as a man is broad; besides, cyclists, as a rule, hustle along about three times as fast as a

"ped." Then the enterprising youth asks: "Will not the same sidewalk accommodate three times as many travellers on wheels, as on foot in the same length of time?" No, sir! If you say what you mean. As above stated, a bicycle takes more room than a ped. If No. 286 means, cannot a cyclist go three times as fast? we say, yes. But all this talk is fudge. Pedestrians do not want the cycle rider on the sidewalk, and they are right. In the language of that negro refrain, we advise all cyclists to

"Keep in de middle of de road."

PROPRIETY.

THE VICTORIA SIX IN HAND.

FIRST TRIAL TRIP IN THE UNITED STATES.

When the WORLD representative presented himself at "Bicycle Corner" on the morning of Tuesday, the 17th of May, 1887, to witness the trial trip of the Boston Club's new "Victoria," he had a dim idea that at least a majority of the two hundred and odd members of that club would be there, with the same object in view. He can only conjecture—not having spent the previous evening at the Club House—why this was not the case. But 8.30 A. M. is a trifle early, it must be confessed, and if the club was not there in a body, the Victoria was, and a goodly contingent of Everett & Co.'s men were hard at work putting the finishing touches on the big machine, under the direct supervision of a *corps* of cyclists, sufficiently large to be somewhat embarrassing.

The machine itself was a most agreeable surprise. The idea of a six in hand naturally conveys an impression of unusual size, and prepares one for possible bulkiness, but the trim and symmetrical appearance of the three Humber Tandems, linked with universal joints,—for after all, that is in brief a description of the "Victoria"—captures the eye at first sight, and predisposes one in its favor. There is a look of "Go" about the machine which it is not easy to describe, and the comments of those who were present on Tuesday morning, indicated that its possibilities of speed and power were appreciated.

Prompt to the minute the doors were opened, and the machine wheeled out into the road. Time was precious, for not only were the riders business men, all presently due down town, but the machine itself was booked to start for St. Louis—per cars—that same noon. No time was lost, and when the riders were in their saddles the following well-known faces were seen: No. 1, W. B. Everett, Boston Club; No. 2, (steering), Frank W. Weston, Boston Club; No. 3, W. G. Barton, unattached; No. 4, E. C. Hodges, Boston Club; No. 5, Gideon Haynes, Jr., Massachusetts Club; No. 6, Geo. B. Woodward, Boston Club.

The start was made by turning a complete circle in the width of the street, and the riders themselves, though expecting much, were not a little surprised to see how easily and gracefully each pair of wheels followed the other, adjusting themselves automatically to the radius until the curve was completed. Over the bumpy stones of Berkeley Street, and along the even bumpier ones of Columbus Avenue, the riders took a moderate pace, the absence of vibration being marked by all. At Overman's, where both customers and salesmen were too busy to even notice the strange visitor, another turn in the width of the street was taken, and then came the asphalt. "Let her go boys" came from the front, and with but little apparent exertion, a pace was put on, which dropped a stray tricycle in the rear, as though it had been standing still. "He's got business somewhere else," came in mellifluous tones from "Gid," but just then a procession of lumbering coal wagons crawled slowly from a side street, and while waiting for them to pass, the tricyclist again came up, and halting with them, let the cool air play through his chestnut locks, and adown his manly throat, with evident satisfaction. To Chester Park the pace was resumed, and then the hill over the bridge was found to be covered with a newly gravelled surface as soft and sticky as industrious watering-carts could make it. "Doesn't this machine coast up hill, Billy?" "You bet," said Billy. "Let's all coast except Papa!" But "Papa" at once established a boycott with his own pedals, nor was the boycott removed until the hill had been surmounted.

Along Chester Park a merry pace was sustained, and continued down Commonwealth Avenue. Many were the expressions of surprise which were faintly heard as the machine swept by. A whole volume was contained in the deep bass "Foh de Lord!!" of a darky vendor; young maidens on their way to school so far forgot the proprieties, as to indulge in an undisguised stare, maidens not so young became for the moment oblivious of the Pugs and Skies, which they were taking for their morning airing, and inside the horse cars, more than once the occupants were seen to rise to their feet to better watch the strange machine as it flew by them. "Say, Papa, this reminds me of our rides in '78," came from Woodward in the rear, as some school boys indulged in a very respectable imitation of a

cheer. At the Vendome and the Victoria ("the hotel named after this machine," as Ned remarked), the windows became peopled as if by magic, and a bow to one of the riders from a very pretty face at the Victoria caused "Billy" to explain that there was "nothing like having a good looking man in front, after all," whereupon the genial Ned remarked, that "it was a pity they hadn't thought of that before they started," and the versatile "Billy" was for the moment silenced.

At Trinity Square, scene of the first bicycle meet in America, a proposition to "run in to the Club House for a moment," was negatived, and winding its way through the teams up the hill over Dartmouth Bridge, along Chandler and Clarendon, and into Warren avenue, the Victoria finally drew up at Bicycle Corner once more. As the men dismounted the WORLD representative did not find it a difficult matter to assure himself that the trial trip of the first six-in-hand Victoria in this country had been a most complete and unequivocal success.

HOWELL DEFEATS WOODSIDE.

We learn from a special dispatch to the Boston *Herald*, that in the first of the series of races between Woodside and Howell took place last Saturday, at Lincoln. The distance was twenty miles. There were 5000 spectators present. Woodside at the beginning rushed to the front, and led at the end of the first mile, which he covered in 2m. 48s. At the end of the tenth mile Woodside was still in the lead, but toward the close of the races, Howell gained on him, and finally won by fifteen yards. The time for the twenty miles was 1h. 40s. The distance in the other races will be, respectively, one, five, ten and twenty-five miles.

THE Capital Bi. Club celebrated the birthday of Mr. Herbert S. Owen, May 7th, by a "Wheel around the Capitol." Sorry we could not be with the Capitals on that occasion.

THE Hagerstown (Md.) Bi. Club will hold its second annual meet on Monday, 13th June, in which all are cordially invited to participate. The races will take place at the Fair Grounds on the half-mile track, which has been specially prepared for bicycle racing. Already they have received assurances from quite a number of wheelmen of their intention to be present, and the club anticipate a large and enjoyable meet. List of events: One mile, amateur, open to all; one mile, open to those who have never won a first or second prize; 100 yards, slow race, open to all; one mile, club championship; one-half mile, heat race, 3 heats, open; two mile handicap, open to all; two mile lap race, Maryland riders; one mile team race, three riders each club; one mile, consolation. List of second prizes not yet completed, will comprise valuable cycling sundries. For first prizes valuable medals will be given. Address all communications to Edwin J. McKee, Secretary, Lock Box 125, on or before 1 June.

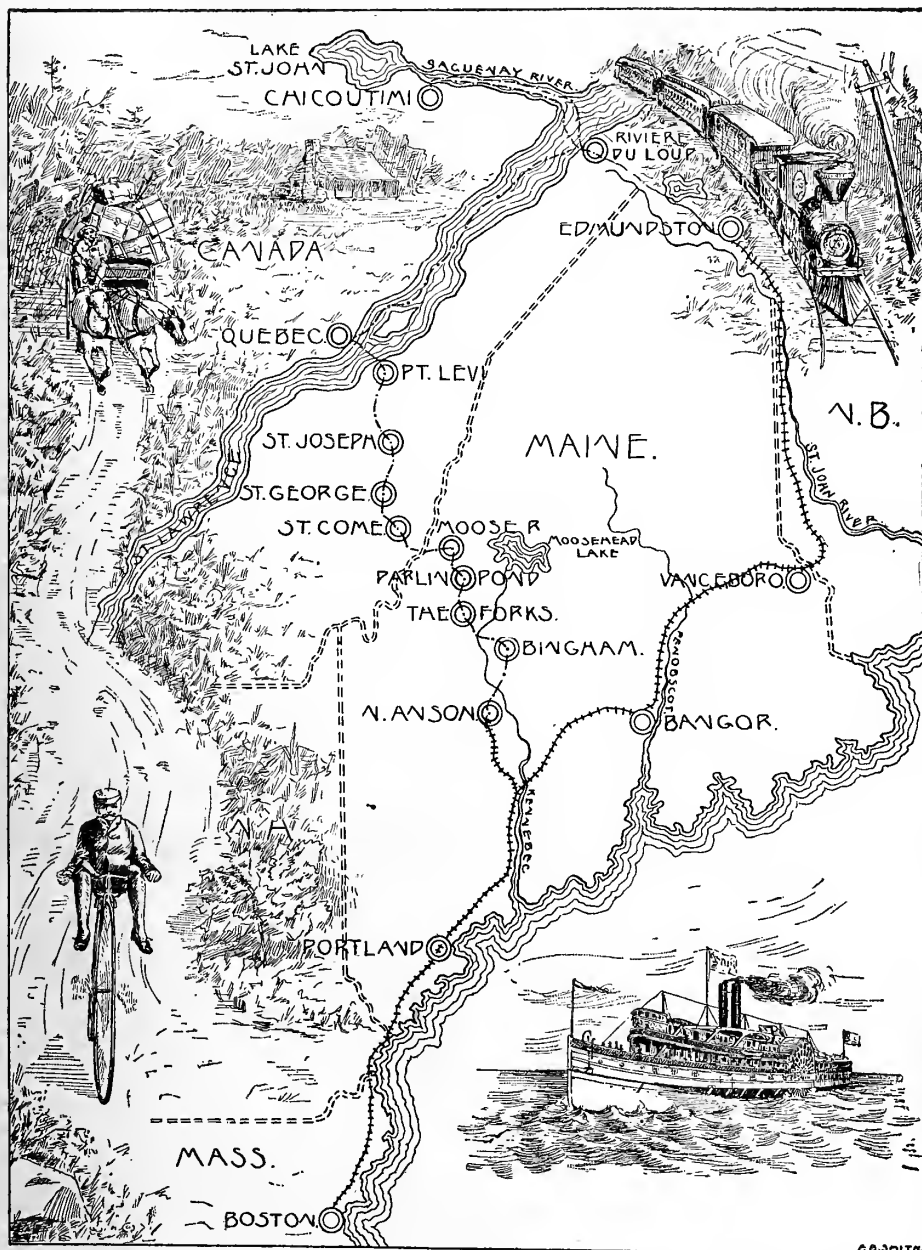
"WEDNESDAY, MAY 4, 1887."

AFTER FOUR YEARS OF PRELUDE AND GETTING-READY, KARL KRON THUS TO HIS THREE THOUSAND CO-PARTNERS GIVETH GREETING:

I like the Preface, as you are aware;
It serves the purpose of the overture,
Which settles down the audience to the glare
Of foot-lights, and the altered temperature;
And, while they wait to see the curtain rise,
They think but little of the music's swell;
So that the play give naught to criticise,
They clap their hands and tell us "All is well."

Again, the Preface gives a man a chance,
To show his readers what he's going to do;
To so point out his failings in advance,
That they may be forgiven on review;
To get his pen used to the ways of verse;
To get his rhyming-lexicon before him spread;
To nerve himself, for better or for worse;
And then, at last, to boldly go ahead.

My time has come! My overture's played out.
Already do I hear the tintinnabulating bell.
The rising curtain and expectant shout
The nearness of my fate at length foretell.
So, Good-bye, Preface, Indexes, and all!
Farewell, Old Sub-List, with your frowns and smiles!
Here now's the pinch! Hear now my clairion-call:
"Come! thirty thousand purchasers for 'X. M. MILES'!"



THE QUEBEC TOUR.

A RUN A-WHEEL THROUGH THE LAND OF THE FRENCH CANADIANS.

THE present season will witness much touring over this country by riders of the wheel; and, truly, what can be more pleasant than to view new lands and novel sights from the saddle of a bicycle, especially if one has the additional pleasure of good roads and congenial company.

During the past four years I have induced a large number of my fellow wheelmen to accompany me on vacation tours a-wheel up and down the Pine Tree State and the neighboring province of New Brunswick, and I think I will not be contradicted when I say that these excursions have been productive of much enjoyment to all. As a party we have been able to secure many privileges not easily obtained by the ordinary tourist—such as reduced rates from railroads and hotels, extra attention at the various stopping-places, a baggage wagon for luggage, and last, but not least, the society of good fellows whose tastes and inclinations are similar to our own.

Encouraged by past success I have planned a tour for the coming summer somewhat longer and more elaborate than any of the preceding ones, through a country containing much good riding, although remote from the ordinary routes of the touring cyclist, and abounding in all that makes a summer outing a period of rest and

recreation. For miles our road will lead us through the Canadian forests; then past the humble dwellings of the French Canadians, bringing us at last into the more settled neighborhoods for rest and recreation. To a city cyclist the scenes constantly presented on every hand are in striking contrast to those to which he is accustomed; it is a land of lakes and rivers, of forests and clearings, of sparkling waterfalls and green-clad hills, the home of a peculiar people, whose language, manners and customs are unlike our own. Below is a synopsis of the tour:

Taking the evening Pullman from Boston, a railroad ride of twenty-four hours lands us at the village of Edmundston, N. B., right at the top of the State of Maine. Remaining here over night we start in the morning for Riviere du Loup on the St. Lawrence river, a straight-away run of eighty miles, which we will cover in two days. The road follows up the Madawaska river to Lake Temiscouata, a beautiful sheet of water encircled by forests, and at a hotel on its shore we end the second day's journey. The next evening finds us at Riviere du Loup, out of the wilderness, and in one of Canada's most noted watering places. Here we linger until 5 P. M. the following day, giving us ample time to take a run, over an excellent road, to the still more famous summer resort of Cacuna, which boasts a hotel capable of accommodating 400 guests. Evening finds us on board of a magnificent steamer, bound for the world-renowned Saguenay, "the scenery of which is sublime and unequalled," says the guide books, and all returning tourists re-echo the same story. For nearly two days we glide over the waters of the Saguenay and St. Lawrence, until on a Saturday morning we shall see the rising sun fall on the glistening roofs and towers of the "Silver City," as Quebec is often called on account of the custom of using tin, instead of wooden, shingles.

Two days, Saturday and Sunday, will be devoted to Quebec. I need not say that Quebec is one of the oldest, most interesting, and only walled city in North America; that historically it claims a leading place in the annals of the new world; that of its 62,000 inhabitants over 50,000 speak the French language; that the Citadel of Quebec is the most formidable fortress in America, and the view from its battlements the most magnificent in the world. All this, and more, you already know, or can learn from the tourists' guide book. The

celebrated Falls of Montmorency are about eight miles from the city, reached by one of the finest limestone roads in Canada. This will be included in the tour, likewise a visit to the Plains of Abraham, the scene of England's great victory over France 128 years ago. A Sunday in Quebec is unlike the same day in staid New England, and causes one to realize that he is in a strange land—the land of the light-hearted Frenchman, who turns Sunday into a holiday, after having religiously attended mass in the morning.

Monday morning we cross the St. Lawrence for the last time, and turn our faces in the direction of North Anson, Maine, about 175 miles away, and where we hope to arrive the following Friday night. The first 100 miles leads through the heart of the French Canadian country; the towns are all piously named after various saints, and the English language is seldom heard. In fact it is a foreign country, from which we emerge into Yankeedom at Moose River, near the boundary line. At the Forks we strike the headwaters, and for forty miles the road and the river run in close companionship. This is the old route of the Kennebec tour of '84, and affords one of the most delightful runs the writer ever experienced. At North Anson our wheel trip ends, and the following morning the cars are taken for Boston, where we arrive in the latter part of the afternoon of the same day, having been absent just fourteen days, and covered by rail river and road a trifle over 1400 miles.

I call for a party of wheelmen to start with me next July, and take

in what I have sketched above. Arrangements have been completed with railroads, steamboats and hotels, and the party will be made comfortable all along the line of march. The three nights spent in the French settlements will see us in somewhat close quarters, but we shall have the best the towns afford, and fault finding will not be in order. At all other places the accommodations will be ample.

The party is limited to thirty; twelve are already (April 15th) booked for the tour, and I trust I shall hear from the other eighteen as soon as possible. The only virtues expected are the ability to ride 40 miles a day [our average is 35], the disposition to make the best of everything, and the pluck to put her through by daylight when once started—for we are off the line of railroads, and once in the woods there can be no turning back. Each one can start when he pleases, and ride at his own pace, knowing that a six-mile-an-hour gait will bring him through on time. A baggage wagon will always follow in our rear.

It's just the tour for wheelmen who love out-of-door life, and a spin through a country somewhat out of the ordinary line of travel. who will go?

We shall start from the Eastern Depot, Boston, July 17th, at 7 P. M. We are obliged to make the start on Sunday evening in order to bring the tour into the two weeks. The total expense of the tour, reckoning from and to Boston, will be \$50.

Without presuming to dictate, I would suggest that each member of the party take one bicycle suit for riding, and another to wear when at the more important stopping places. Jersey tights make an excellent riding suit. A hand-valise large enough to contain extra suit, change of underclothing and toilet articles, can be taken. A Lamson Luggage Carrier and a pocket drinking-cup of some sort will be found so useful that I strongly urge all to provide themselves with both. The "Tourists' Delight," sold by E. H. Corson, East Rochester, N. H., is about the best thing for a drinking arrangement, and is very handy to carry.

Any other questions regarding the tour I will be pleased to answer.

Yours truly,

FRANK A. ELWELL.

Transcript Office, Portland, Me.

RACES AT LYNN.

THE programme of cycle races at Lynn on May 30, is as follows: One-mile novice—First prize, gold medal; second prize, silver medal.

Three-mile amateur handicap—First prize, silver watch; second prize, pair of opera glasses.

One-mile boys' race—First prize, gold medal; second prize, silver medal.

Two-mile amateur, 6.10 class—First prize, French clock; second prize, silver cake basket.

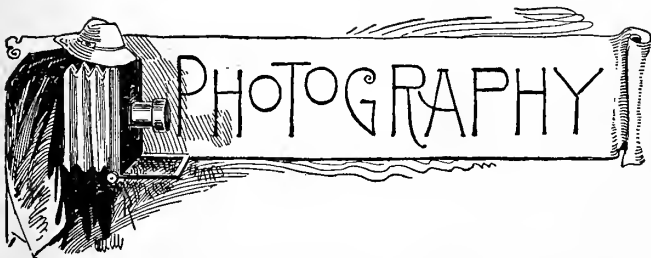
Three-mile professional—First prize, \$35; second prize, \$20.

One-mile amateur run and ride—First prize, marble top table; second prize, silk umbrella.

One-mile professional handicap—Prize, \$25.

One-mile team—Prize, club colors.

Entrance fees for amateurs, 50 cents; for professionals, \$1. Entries should be addressed to W. A. Bond, secretary L. C. C. T. A., Lynn, Mass.



APLANATIC LENSES.

"B. BREITKOPF, who purchased an aplanatic lens, manufactured by Steinheil, of Munich, wishes to know why the lens is thus termed.

Aplanatic (from *a* without, and *planao* to deviate) is a term used in optics to denote a lens so constructed that spherical aberration is entirely overcome."

We present above, a clipping from our esteemed contemporary, the *Photographic Times*, and would ask our readers the very pertinent question, did you know before what the term meant? And even now do you fully understand "the why and wherefore"? The immense ignorance of proper understanding and application of the technical terms used in speaking of lenses, and the failure of the average

amateur to comprehend the differences in construction of various makes of lenses, is almost beyond belief. We do not speak of the scientific man who made these things a study, but of the *average* man who, while well educated and of good general understanding, lacks knowledge by reason of dearth of information. Lenses are a grand study, and how few can say "I know something about lenses;" and yourself, how many lenses have I examined and tried, do I know how they are constructed, one different from another, and do I know the best method of obtaining results from each, as regards its adopted use? Ignorance deep and dark will unveil itself to you when you seek to penetrate your own mind unless enlightened by great study.

We do not intend to unveil these grand secrets of lenses-making, for good and sufficient reasons; one being that we do not wish to "give away" the trade, and another, the chief one, being that we don't know anything about it ourselves. For the present we wish to talk of the term Aplanatic. While in Philadelphia, during the past winter, we entered a large establishment, where a young gentleman shewed us a French lense, and he mentioned as among its good qualities it was "aplanatic." Seeking information, we were told that the term was applied to the lense because both the combination lenses in the tube were ground alike and exactly similar, and to this similarity the term aplanatic was applied, in short, an aplanatic lense was one in which both combinations were ground to the same patterns. A prominent New York salesman did not know why his lense was termed aplanatic, and so on. No information could be had generally, of this most commonly used term. Now to enlarge on our friend, the *Photographic Times*. A lense is corrected for spherical aberration, it being entirely overcome. Did any of our readers ever see a lense so corrected and did they prove it so? We saw a very interesting experiment of this kind performed last winter with Beck No. 5, 8 by 10 size. This lense is supposed to be aplanatic and is equal to any in the market probably, in this quality. The subject was the flat wall of a large building containing suitable marks by which to designate particularly. Focussing the centre of the ground-glass sharply, showed the edges out of focus a little, and especially when the original object focussed was swung over to the side of the latter, when a very slight new focussing was necessary to sharply define the subject. This was with the f. 8 stop on an 8 by 10 ground glass. The application f. 16, however, removed the difficulty and rendered the lense practically aplanatic. By and by we shall join hands with the brethren who are so nobly striving to simplify formulae for developers, &c., but for the present we ask a reform in lenses. Let us have necessary information Messrs. Makers, embodied in your catalogues and guarantee your goods to carry out all claims. One can then select his lense for intended uses with some idea as to probable success. Let us have the back-focus, equiv. focus, dia. of tube, sizes of diaphragms, (which should be up to the standard of Photographic Society, of Great Britain,) and lastly, the sizes of plates which the lense is guaranteed to be aplanatic upon, using various stops say 4, 5 or 6, if used, 8—16—32—64 and if used, the higher focal proportions.

Information of this kind will do away with all trouble of placing arbitrary figures against lenses as to their covering capacity and save the neophyte great study as to reasons, therefore, when he finds the same lense listed in several catalogues to cover as many sized plates. Will some of your readers experiment with their lenses, (it doesn't cost anything to work your ground glass), and send us full particulars, giving name of lense with foci and exact proportions of stops and what results they obtain as to the aplanatic qualities of same?

We note friend Latimer of the Boston Camera Club, as among the successful ones at the combination exhibition in New York this Spring. We saw his negs, and heard of his great trials and tribulations in getting them. His success is well deserved.

A NEW camera especially suited for bicycle use will be placed upon the market this year by a N. Y. party. No unpacking, shifting of holders, &c., to be done, simply unsling the box and touch it off, no loose parts, paper ammunition, and plenty of it, light, compact and truly an ideal affair.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

IMPORTANT ANNOUNCEMENT OF GORMULLY & JEFFERY MFG. CO. TO THEIR AGENTS AND FRIENDS. It is pretty well known to the cycling public generally that a combination of Eastern manufacturers, so called, has been formed to injure the business of several manufacturers in this country, one of whom is the undersigned. In communicating a few facts to our interested friends, we wish it distinctly understood, that we do so with no intent to influence public sentiment in our behalf, as we believe ourselves perfectly competent to fight our own legal battles without calling on the public for

assistance. But the emissaries and travellers of some of the members of this combination, whose business it seems, is to call upon our agents, endeavor by gross misrepresentation, deliberate falsehood, and threats of stopping their business peremptorily, knowing that neither they, nor their employers have the ability or legal right to accomplish this result; these emissaries, by such methods endeavor to frighten our agents into refusing to handle our goods. Our travellers having been withdrawn from the road at present, we take this method of notifying our agents, friends and any individual contemplating the purchase of one of our wheels, that we are prepared to fight every suit brought against them on our account, and will hold anyone who may be so annoyed entirely harmless. It might be well to remark here, that no suits of this character have been brought, up to the issue of this paper. Another favorite falsehood with these people is, that we are selling no wheels, although they know full well that since this litigation has arisen we more than doubled our capacity, and still at no period since the opening of the riding season, have we been able to catch up with our orders. Still another falsehood with these minions of the aforesaid combination is, that our bicycles and tricycles are made of inferior material. To this we answer that all our productions are warranted and guaranteed, and it is only necessary for the customer to examine into our financial status to satisfy himself that there is no occasion for misgivings on this point. The falsehoods of these hirelings generally take the color of the three foregoing, but whatever is claimed by them, we wish our friends to feel perfectly tranquil in the knowledge that we have the power, and will protect them in every instance.

Respectfully submitted,

GORMULLY & JEFFERY MFG CO.

R. PHILLIP GORMULLY, President.
(Advt.)

THE "Boscobel," Lynn, is now cleaned out, "horse, foot and dragoons." Wheelmen in Boston and vicinity will regret this, as it was an extremely favorite resort for cyclists hereabouts.

• We expect the Boston Club six in hand Victoria will cause a stir in the St. Louis parade.

THROUGH the kindness of Mr Corey we have been enabled to try the "Bicyclette." We were delighted with its running. It is stiff, easy, and a great coaster. As we are susceptible on the saddle question, we can speak feelingly, that it is one of the easiest saddles we ever rode.

THE cycle thief has "bobbed up serenely" in Lynn, as we learn that S. S. Merrill, No. 4 Rogers avenue, had a nice Columbia bicycle stolen from his house on Saturday. The machine is one of the 52-inch, and is nickle-plated. It can be identified by the owner on account of a broken handle on the left hand side.

ENGLISH papers report that the Rudge Royal Crescent tricycle, geared to 48, has been at Weatherook Hill. This makes the second machine up.

THE "dark horse," over whom the St. Lousians and Clarksville people have been more or less excited, turns out to be John Brooks of Blossburg, Pa. He is described as being a well-built, muscular man, who comes from the mountainous roads of Pennsylvania, where he has been quietly training for six weeks for the Clarksville race. He says he is promised a good thing if he wins, and as he is racing for money he proposes to do his best.

WE meant 64 inches and not 6, as stated in our last issue, when we tried to paralyze our readers by a description of that mammoth Victor made for a Pennsylvania giant. This tender youth is described as being several inches over six feet, and still a-growing. When we read the botch we had made in having it printed as a "six inch" bicycle we arose in our wrath, thumped the Devil, wrote this item, then sat down feeling that complaisance of mind only born of a clear conscience and a life of virtue and rectitude.

WE are pleased to hear that Mr. A. L. Atkins has regained his robust health. In fact, so beneficial has California air been that he weighs between 180 and 190 pounds—a weight never before attained by him.

WE note signs of dissolution in that heretofore active organization known as the League of Essex County Wheelmen. A mail vote is to be taken as to whether it will disband or no.

The * Bicycling * World JOB OFFICE.

*We are now prepared to take
orders for all kinds of work at
reasonable prices.*

*Estimates furnished on appli-
cation, and satisfaction guar-
anteed.*

BICYCLING WORLD CO.,

12 Pearl Street, Boston.

CYCLISTS' TOURING CLUB.

F. W. WESTON,
Chief Consul,
Savin Hill, Boston, Mass.

STATE CONSULS.

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bettinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—F. J. Pool, 3 Broad street, New York City.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oscaloosa.

Wyoming Territory.—C. F. Wassung, West Springs.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Atwater, Geo. S., 1206 Pa. av., Washington, D. C.

Allard, J. F., The Bradstreet Co., Omaha, Neb.

Blackmore, T. F., Omaha Nat. Bank, Omaha, Neb.

Badollet, Perry, Omaha Nat. Bank, Omaha, Neb.

Birney, C. A., care C. L. Erickson & Co., Omaha, Neb.

Baker, G. W., Arlington Block, Omaha, Neb.

Coombe, W. E., 1413 Douglas street, Omaha, Neb.

Gardner, Abner B., 11 Broad street, Attica, N. Y.

Hayes, J. Russell, West Chester, Pa.

Hayes, Carroll, West Chester, Pa.

Hughes, A. D., 1509 Farnam street, Omaha, Neb.

Howard, G. W., care N. W. Shot Co., Omaha, Neb.

Haynes, C. M., Freight Auditor's office, M. P. R., Omaha, Neb.

Lytle, Ed., care W. E. Riddell, Omaha, Neb.

Moulton, C. W., P. O. Box 533, Omaha, Neb.

Mittner, F. T., Freight Auditor's office, M. P. R., Omaha, Neb.

Pyle, Fred'k B., London Grove, Chester Co., Pa.

Scribner, G. O., Freight Auditor's Office, M. P. R., Omaha, Neb.

Smith, E. B., Nebraska Tel. Co., Omaha, Neb.

Thomas, I. D., 2208 Pine street, Philadelphia, Pa.

Webster, I. Daniel, Swarthmore, Pa.

Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and enclosing a stamped addressed envelope for reply.

APPOINTMENTS.—Consul for Canal Dover, O., Emmet C. Dickson.

FOR SALE OR EXCHANGE.

SPECIAL BARGAIN—45-inch special improved Star Bicycle, enamel finish. Price, \$45.00. Has been ridden about 500 miles. Reason for sale, have a new semi-pacer. JOHN J. YOUNG, Valparaiso, Ind.

FOR SALE—Great Bargain, 1 Sparkbrook Humber Tandem (convertible). Balls all over, including pedals; enamel finish; good as new; perfect in every respect; ridden about 100 miles. Cost \$260. If bought quick will deliver at cars crated for \$150. Guaranteed as represented or money refunded.

S. T. CLARK & CO., Baltimore, Md.

FOR SALE.—One 58-inch Royal Mail, nickelled, 1885 pattern, in excellent condition, ball pedals, Lillibridge saddle, etc. Address, CHAS. F. JONES, P. O. Box 285, Newton, Mass.

FOR SALE.—New Humber 56-inch racer, twenty-two pounds, will accept first reasonable offer. Address, H. M. P., 218 Bay street, Jersey City, N. J.

FOR SALE.—52 in. Victor, balls all round. In excellent condition. With or without cyclometer. Address D. W. N., No. 30 Summer St., Boston.

I HAVE A 52-INCH EXPERT Columbia which I would like to exchange for a good Gold Watch, of some Standard make. Machine is in good condition and is worth about \$75. Address C. H. DELAND, Thompsonville, Conn.

BICYCLE TACTICS; 3d Edition; revised; enlarged; has bugle calls; price 20 cents. Send two dimes side by side, wrapped in piece of paper. T. S. MILLER, 23 So. Jefferson St., Chicago.

BICYCLES FOR SALE.—Bicycles and tricycles, all kinds, descriptions, and prices, from \$35 upwards. Call and examine or send for list to RUDGE AGENCY, No. 152 Congress street, Boston, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE.—One 59-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, O.

BICYCLES AND TRICYCLES, new and second hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

FOR SALE.—56-inch Victor, '86 pattern, in first-class order. Also O. W. Co. hub lantern. Address, box 1593, Fitchburg, Mass.

WILL You Send To-day?

Will you send for our FREE canvassing outfit TO-DAY? If NOT, WHY NOT? It costs you nothing to make a trial canvass. THE PENNY WEEKLY is an elegant 16-page paper, and is only 50 cents per year. Six months on trial, with premiums, 25 cents. Nine out of ten persons who have that amount in their pockets will subscribe. Each subscriber receives 52 weekly copies of the cheapest paper published in the world, a subscriber's CERTIFICATE OF INQUIRY, and a book of 52 Penny Weekly Inquiry Coupons. Send to-day.

Address PENNY WEEKLY, CHICAGO, ILL.

L. A. W. CARDS. 100 for \$1.25.
200 for \$2.25.

Star Riders, 50 for \$1.25.

With Name and Address.

755 Broad St., Newark, N. J.

CLUB WORK A SPECIALTY.

The Lucidograph

will give the greatest amount of satisfaction to the photographer seeking enjoyment with the Camera because it combines all the desirable qualities. Specially designed for Cyclists.

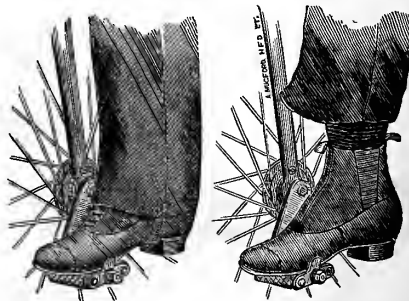
BLAIR'S CAMERAS AND OUTFITS HAVE NO EQUAL

THEY CANNOT BE SOLD IN COMPETITION WITH OTHER MAKES
NONE OF WHICH POSSESS HALF THE ADVANTAGES

THE BLAIR CAMERA CO.
BOSTON
NEW YORK • PHILADELPHIA

Attention, Cyclists!

Tucker's Elastic Strap.



Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the Ankle and free from the Wheel, with nothing visible from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached.

For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers.

TUCKER & HUBBARD,
P. O. Box 1029. Hartford, Conn.

For sale also by A. G. SPAULDING & BROS. at their Agencies.

Liberal Discount to the Trade.

Price, 25c. per pair (mailed).

Full directions with every pair.

I Can Fit any Bicycle with

Cow Horn Handle Bars,

Nickelled, with brake lever to match,

Price, \$4.50 Per Pair.

Try a bottle of the best enamel in the market.

Hancock's Liquid Enamel,

Only 50c. Per Bottle.

A fine brush given with every bottle.

S. J. FRANCIS, Fitchburg, Mass.

Correspondence from the trade solicited.

ADJUSTABLE Spade Handles TO FIT ANY MACHINE.

2.50 PER PAIR.

Dropped Forged Steel Spades furnished in the rough.

CYCLE SUPPLY CO.

18 Devonshire St.,

BOSTON,

MASS.

WELL DONE, QUADRANT!


Weatheroak Hill, Birmingham CONQUERED ON AN ORDINARY Roadster Quadrant Tricycle, GEARED TO FIFTY-FOUR INCHES.

"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before."—THE CYCLIST, MARCH 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses, he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Allard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber."—WHEELING, MARCH 9, 1887.

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times."—EXTRACT FROM MR. BIRD'S LETTER TO THE QUADRANT TRICYCLE CO.

These Facts Proclaim the Quadrants THE BEST HILL CLIMBERS OF THE AGE.

 This is the same style of Quadrant that has a record of one mile in 2 minutes and 38 seconds, on the road.

1887 PATTERN QUADRANTS NOW READY FOR DELIVERY.

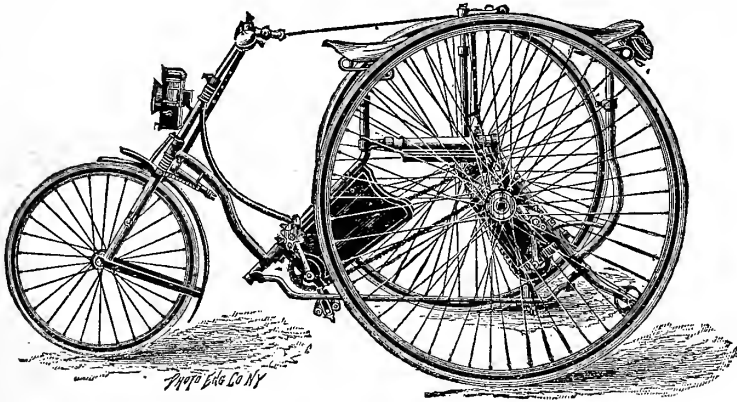
**Samuel T. Clark and Co., Sole U. S. Agents.
Baltimore, Md.**

CUNARD

BICYCLES. TRICYCLES. TANDEMS. SAFETIES.

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

D. ROGERS & CO., Gentlemen;

Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best Tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is the *only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine will ever be*.

(Signed) T. J. KIRKPATRICK.

SEND IN your Orders for Spring Delivery, and Don't Get Left.

D. ROGERS & CO. Sole Importers, 75 Clinton Avenue, Newark, N. J.

Send for List of Shop-worn Machines, which must be sold to make room for Spring Stock.

Catalogues free on application. Cabinet Photographs of any Machine, 25 Cents.

RESPONSIBLE AGENTS WANTED.

SPRINGFIELD ROADSTER.

(Yost & McCune Patent.)

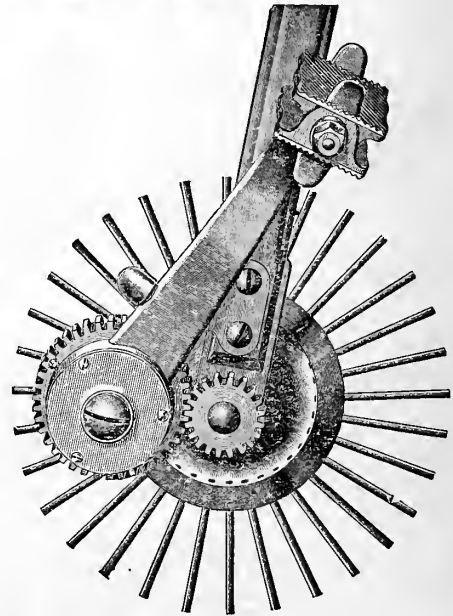
LONG DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.

The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the
Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



Light Running Fish Adjustable Saddle.
Known to be the Best.

—Do not fail to examine before purchasing.



Perfect Control of Large Wheel.

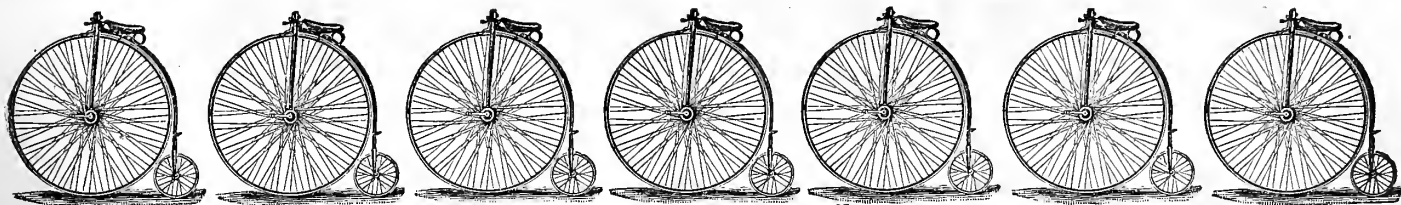
The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches.

The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

JOHN P. LOVELL'S SONS, Sole Agents for New England,

147 Washington St., cor. Cornhill and Brattle Streets, or SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.



Question—Is wheeling better than walking?

Answer—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box, and rolling the same in a cask.

Q.—Should riders lend their cycles?

A.—No; unless they have a grudge against the machines.

Q.—Does it pay to ride the best wheel made?

A.—Yes. A cheap wheel soon wears into a trap. Cheap wheels are made to sell, not to ride.

Q.—Why are “Victors” universally admitted to run easily?

A.—Because they are rigid in all points except the tires, where they show the greatest amount of elasticity in the right direction.

Q.—Why are they known to be coasters “par excellence?”

A.—Because the lines are true and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.

Q.—What one feature is more important than all others in wheel making?

A.—That tires should stay.

Q.—Does any maker guarantee tires to stay?

A.—Yes. The makers of the “Victor” do; and if a compressed tire comes out, they will apologize and re-set without charge. A compressed tire costs much more than a cemented tire.

Q.—Does any maker use rubber as fine as it is possible to make?

A.—The Victor tires are pure Para gum with nothing added but the chemicals necessary to vulcanize. They will float in water.

Q.—Why are “Victor” rims stiffer than any others?

A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

Q.—Who originated the square rubber pedals?

A.—The Overman Wheel Co., who also originated the “Victor” swing saddle which has been so widely copied in the market.

Q.—Does any maker put upon the market a bicycle all forged steel?

A.—The makers of the “Victor” will pay \$100 for every ounce of cast metal found in their Bicycle.

Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best?

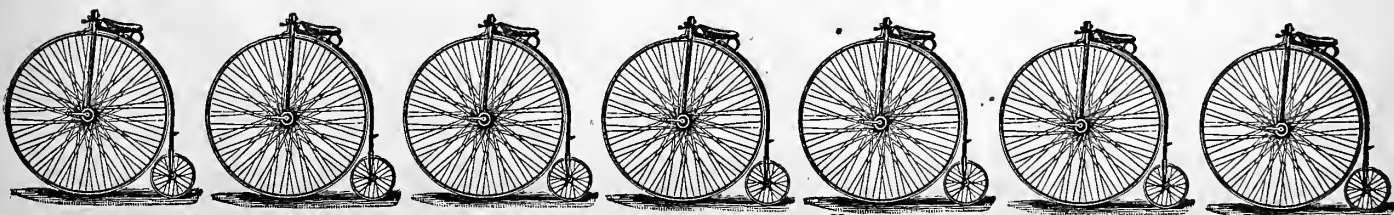
A.—No. If their machines are mentioned in wheel papers, it is done without charge, as they do not countenance filling wheel papers with such “penny a line” bosh. The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals, which says, “allow me to suggest that you use our reading columns more. Can give you space in quantity at 12 1-2 cents per line. It is an excellent way to top off display Ads., and to keep prominently before the public.”

The makers of the “Victor” wish to have riders understand that they do not “top off” their display Ads. in reading columns “at 12 1-2 cents per line.” When they get to be overly anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may publish columns at 12 1-2 cents per line. They believe that just this sort of stuff in cycling papers, loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising?

A.—Because they have merit enough in their own wheels to talk about without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the Overman Wheel Co. of 182 Columbus ave., Boston.



SINGER CYCLES.

1887 APPOLO.



Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.

THE

OTTO PATENT

Corrugated

WIRED TIRE

Is used on all our

1887 APOLLOS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.

See what the *Bicycling World*
says of it:

1887 CHALLENGE.



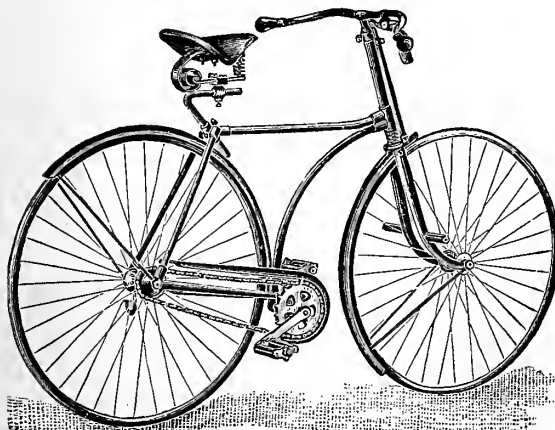
No Finer Wheel was ever made for the Money. \$10 includes Spade Handles, Balls to Both Wheels, Enamel and Nickel Finish, and Detachable Bars. Otto Tire.

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus: It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

APOLLO SAFETY.



Staunch, Safe, Reliable.
Easy to Ride.

A Superb Hill Climber.
Otto Tire.

A FINE LOT

—OF—

SECOND
HANDS

—AT—

VERY LOW
PRICES,

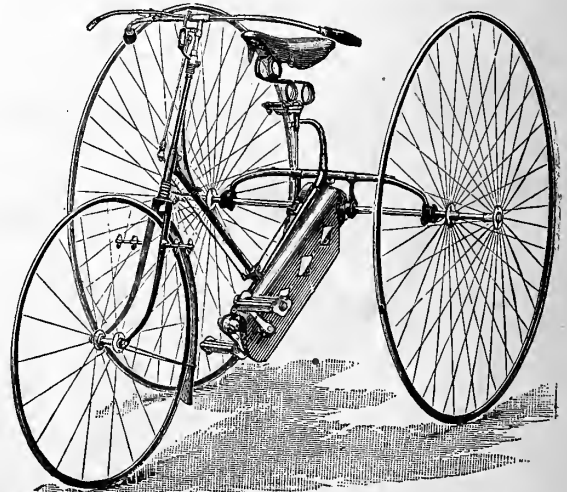
Bicycles,

Tricycles,

—AND—

Safeties.

S. S. S. NO. 2.

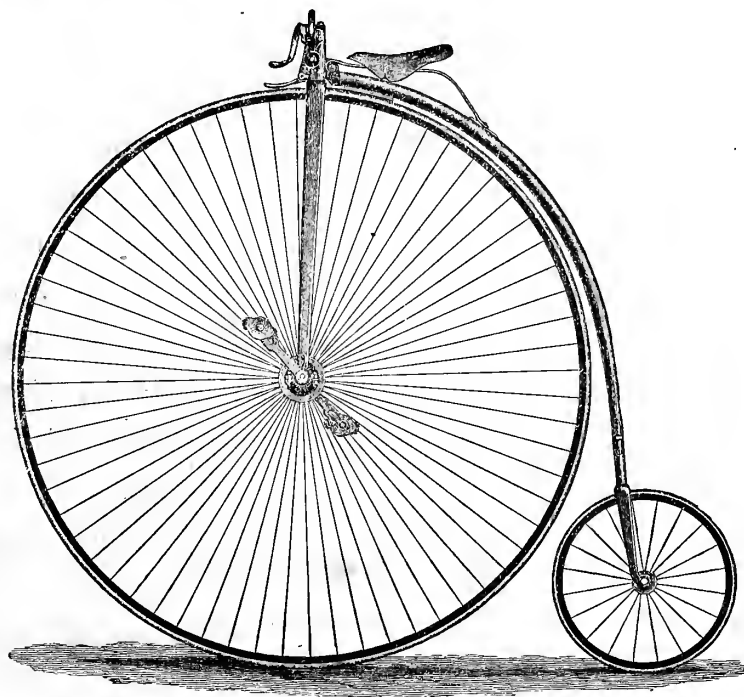


For Ladies and Light Weight Gents. Light and well made
Four Bearing Axles. Otto Ti e.

W. B. EVERETT & CO., Sole U. S. Agents, 6 and 8 Berkeley Street, Boston.

The Coventry Machinists' Company.

THE "UNIVERSAL CLUB" BICYCLE.



PRICE

\$105.

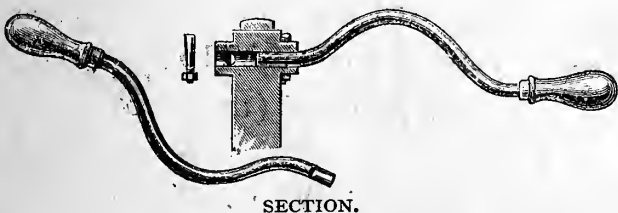
PRICE

\$105.

❧ SPECIFICATION. ❧

Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with butt-ended spokes; front wheel grip brake.

PATENT DETACHABLE HANDLE-BAR.



FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles and Kirkpatrick saddle can be fitted at small extra cost.

SEND FOR CATALOGUE.

239 Columbus Avenue, - Boston, Mass.

THE BEST IMPORTED PATENT COLD DRAWN

Seamless Steel Tubing

IS USED FOR BOTH FELLOES IN THE

Columbia Light Roadster.

The tubing is imported in short lengths from W. C. Stiff, of Birmingham, England, Contractor to Her Majesty's War Department, and the original house of the only two in the world which execute this work. By special machinery at our factory the tubing is rolled into hollow crescent form.

This FELLOE is used by very few bicycles manufacturers, on account of its expensiveness, but its superior advantages in durability, insurance against buckling, and its great strength and rigidity, make us willing to guarantee it as the

The Best Felloe In The World.

POPE MFG. CO.

ALBERT A. POPE, President.

EDWARD W. POPE, Treasurer.

PRINCIPAL OFFICES: 79 Franklin Street, cor. of Arch, Boston.

BRANCH HOUSES: 12 Warren St., N. Y.; 291 Wabash Ave., Chicago.

The most Comprehensive Cycling Catalogue published.

Fifty-two Pages, Forty-seven Engravings. Sent Free by Mail upon Application.

LEDHAM ST., MONUMENT LANE,
BIRMINGHAM.

July 1, 1879.

W. C. STIFF,
Contractor to Her Majesty's
War Department.

W. C. Stiff ventures very respectfully to draw the attention of Government Ministers for War, and Small Arms Companies generally, to the Credenda Steel Rifle Barrels* now so extensively used throughout the World.

Upwards of Five Hundred Thousand Remington, and One Million Martini Henry Rifles have been made with the Credenda Steel Barrels.

More than One Million Eight Hundred Thousand (1,800,000) Credenda Steel Rifle Barrels, rough bored, solid taper shapes, and pierced moulds have already been supplied to the leading Small Arms factories of England, America, and elsewhere.

The large Armories of the United States of America, alone received from the above quantity upwards of One Million Two Hundred Thousand (1,200,000).

W. C. STIFF,

CREDENDA.

*The material used for the Credenda Steel Rifle Barrels is identical with that used for the Felloes of the Columbia Light Roadster.



BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.
5 cents a copy.

BOSTON, 27 MAY, 1887.

Volume XV.
Number 4.

"VICTORS"

AGAIN

VICTORIOUS!

In the Clarksville 100 mile Road Race, May 23d, the greatest racing event in the annals of Cycling, the first two men in, rode VICTOR BICYCLES.

THIS TALKS!

Overman Wheel Co.

MAKERS OF THE VICTOR CYCLES,

182-188 Columbus Avenue, - - - BOSTON.

Send for Catalog.

THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

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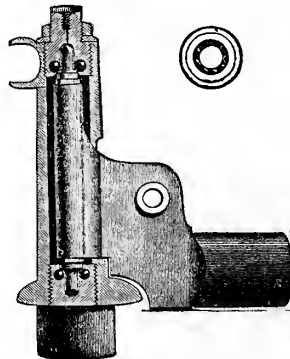
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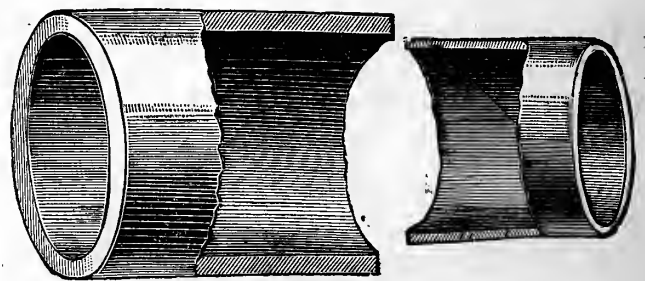
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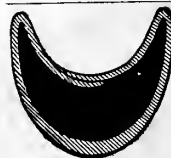
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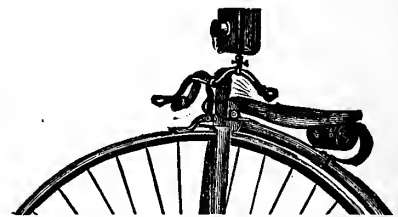


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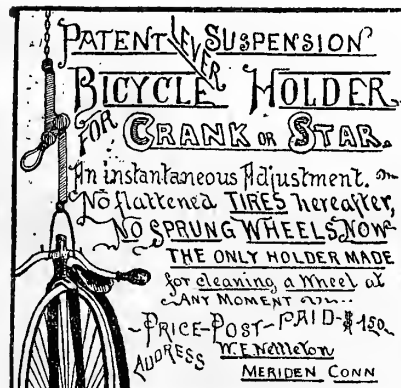
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We have heard from Clarksville,

And are Not Surprised at the Result,

Which was that Robert A. Neilson of Boston won the great race, and W. A.

Rhodes of Dorchester came in Second by a few Seconds,

BOTH OF THEM RIDING

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Published Every Friday

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THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 27 MAY, 1887.

SEVERAL of our correspondents have had the cold shoulder presented to them this week. Our excuse and apology are contained in the two words, "League Meet." A very large share of space is given this week to the report thereof, and to the Clarksville road race.

WE think the action of the *American Wheelman* in closing the relief fund to the League, a proper move. It would have been better if the call had not been made without first consulting the League officers.

THERE is one thing about it, if the decline in path racing seems discouraging, the increase in road racing, in part seems to fill the aching void. Of course, road racing is not according to law, and should it be indulged in the extent that it becomes a nuisance, there is no doubt the authorities will shut down on it in short order.

WE hear reports of racing men training on different tracks, but really the number of events on the racing docket, does not seem to open up a very encouraging prospect for these aspirants. Rowe is working as hard as he did last season, when he had the big tournaments in prospect. Where is the man in this country worthy of Rowe's steel?

ONCE more is victory on the side of Britain, and the St. George's Cross rises above the stars and stripes. We fear Mr. Woodside will now not get a single race of the series. His best hold is long distance, and if he cannot beat Howell for twenty or twenty-five miles, we think that the doughty Englishman will down him at all other distances.

THE St. Louisians, we mean the citizens of St. Louis, have been educated to the fact that the body of wheelmen are something more than a parcel of boys. There is no doubt that a display of sturdy wheelmen has a moral effect on the non-cycling public. It certainly gives them respectable ideas of the proportions cycling is assuming in this country.

IT is always the unexpected that takes place, and we suppose with this in view we should not express surprise at the result of the great hundred-mile road race. Our fore cast did not come within a good deal of picking out the winner, though Rhodes and Crocker showed up in positions to justify our guess. R. A. Neilson was the dark horse this time, and we cannot but feel a certain amount of sectional pride that the first three in were from old Boston City.

OUR report of the St. Louis meet, says that one of the reasons for disallowing proxies at the meeting of the board of officers, was because they were "not made out in the signers handwriting." We would respectfully ask the sapient committee men who made this ruling, how about the legality of deeds and other documents that are made out in handwriting other than that of the signer? We must express the opinion, that we think the ruling not well taken.

WITH characteristic Western hospitality, St. Louis has welcomed and entertained the visiting wheelmen in a manner that will long remain a pleasant memory in the minds of those fortunate enough to be present. Business engagements prevented us from being present in person, but we were well represented by proxy. The report we give of the doings is quite exhaustive, and we think, covers the ground. The "Eighth Annual" now passes into history. Where next?

WE have been approached indirectly, through the City authorities of Boston, to express our opinion as to the effect of allowing cycles equal privileges on the streets and City parks of Boston. It is unnecessary to say we tried to show the folly of the prejudice that unfortunately exists in some quarters, New York, for instance. Boston, quiet conservative Boston, is away ahead of enterprising, pushing New York on the question of equal rights on the streets. It is too bad that we cannot all live in an enlightened community.

VERY evident it is, that the gentleman who lately wrote to the *Bulletin*, urging the use of sidewalks by cyclists, does not meet with that endorsement that he may have expected. We are pleased to note this, as it indicates a good, healthy appreciation among riders, of the proprieties and rights governing the proper use of the streets.

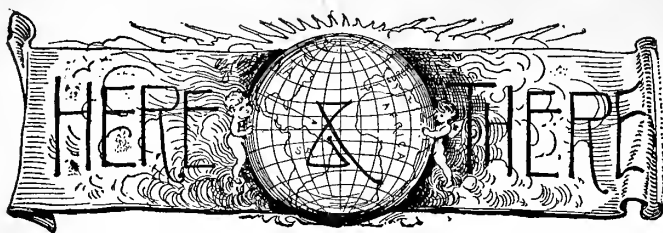
SPECIAL OFFER.

THE transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such, should be encouraged as tending to the permanent good of cycling in more ways than can be referred to here, the BICYCLING WORLD Co. will send to each new subscriber whose subscription reaches Boston at any hour between midnight of the next eight Saturdays, and midnight of the following Monday, a copy of the "MY CYCLING LOG BOOK," free.

Those whose names reach Boston at other hours than those designated can obtain a copy post free by sending us seventy-five cents, and new subscribers will be furnished with a copy of the "MY CYCLING LOG BOOK," and the BICYCLING WORLD for one year, for one dollar and seventy-five cents in advance. To non-subscribers the price of the Log Book is one dollar and a quarter. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised.

ADDENDA. We desire to amend, as follows, the notice as to duration of this offer, as printed last week. The duration will be governed by the length of time the copies of the MY CYCLING LOG BOOK we have laid aside for this purpose last. We will, however, give due notice of withdrawal.

Go easy, gentlemen, please! Go easy!! We are not the owners of the entire edition of the "MY CYCLING LOG BOOK," and the mail of last Monday, compels us, as above.



NOTES FROM

"LONDON, W."

As I read the reports of various hotly contested road races, which from time to time come under my notice, I cannot but marvel why it is that the competitors continue to push light brakeless ordinaries, when good rear driving safeties are available. But so it is, that, either not appreciating the good qualities of safeties, as in the mistaken idea that their chances of winning are increased in proportion to the number of falls they are likely to have, they go pounding, floundering and tumbling along, and often lose a position on account of the damage they receive. We all know that an ordinary carefully and moderately ridden, is practically safe, but for fast reckless road racing, it is too prone to topple over to the serious inconvenience of the rider. The worst feature of the reports I have alluded to, is the bad impression created of cycling on the general public, who see in bruised limbs, scarred faces, and broken bones, reasons to condemn cycling as an unsafe sport. For the good of the cause and the welfare of themselves, I would gladly see our road scorers take unto themselves equally speedy but safer mounts.

THEY appreciate merit in Maine, witness the following: "At the annual meeting of the Maine state division, L. A. W., at Portland, last week, Mr. Lewis E. Smith was presented by President John C. Stevens, on behalf of the Portland wheel club, with a handsome Elgin gold watch, in recognition of his services at the recent minstrel entertainment of the club.

THE New York legislature has done nobly in passing the liberty bill, but if they are not happy in the thought that they have done a righteous act, they must be convinced that they have done well since the League has passed a vote endorsing them. I wonder if they ever had any fear that the League would condemn them. After this "official endorsement" Geo. Hill had no hesitation in putting his fist to the bill.

THURSDAY of last week was quite a court day for cyclers. In the Norfolk County court house were assembled a good number of old timers summoned to tell what they knew about Mr. C. R. Percival's reputation as to truth and veracity. Mr. Percival, who will be remembered by Boston riders as in the employ of Cunningham & Co. on Pearl Street, and late in the cycle business for himself, is just at present figuring as a co-respondent in divorce proceedings.

PEDALS has the misfortune to live near me, or I have the good luck to reside not far from his domicile. And so it came to pass as I was gazing out of my window the other morning, I saw Pedals clad in tights—save the mark—trudging by on foot, with a big camera on his shoulder, while a goodly gathering of Suffolk Wheel Club men rode slowly, and dismounting, ranged themselves for the camerist to perpetrate their happy faces and shining wheels. As the "week or ten days" in which my new machine was promised had not passed, I pulled down the curtain, tumbled back to bed, and dreamt of the old days when I was not a sham cyclist, and every club did not have its own photographer, and wheelmen did not wear tights.

"PAPA" WESTON with all his persuasive powers labored to induce me to become a part owner in three pair of wheels, the connecting bars and other pieces of mechanism which go to make up that sinuous cycle known as a Victoria tandem. Although I feel that it would be exceedingly pleasant to be entitled to a seat upon a machine manned by such jolly fellows as Papa himself, Everett, Hodges and Woodward, my pocket-book prohibited, and my prudence forbade. Besides, I had in my mind's eye the serious complications which might arise from such a "tenancy in common." If one of us should die, I fancied executors claiming a portion of the machine, and possibly constables placing attachments, or a disgruntled owner petitioning for partition. And then I realized that when winter came on, I would find it difficult to raise the wind on my share, unless I was fortunate enough to get away with the whole concern, and pledge it for the dollar of our daddies'. However, I like the machine well, and will gladly ride with the good old quartette whenever its generosity favors me with an invitation so to do.

NEW ORLEANS.

"SENIOR."

At last we have had a sample of the road hog. Last week Capt. W. W. Crane was run into by the driver of a milk wagon. Result, damaged bike and indignant Captain. A law suit followed which boxed up the hog so tight, that he was glad to escape by paying fine \$5, court expense \$12.50, and damage to wheel \$20. All honor to the Captain! He is little but game. His example has put backbone into the cyclists here, and it will be a sorry time for any porcine specimen, if it happens to show its snout in these diggings, hereafter.

THE N. O. Bi. club has voted to become a league club. This action on their part, will entitle the La. Division to one representative.

THE League programme has arrived, and brings forth only words of appreciation. It is artistic and pithy, and proof positive that things will be done up brown.

THE great ride to Portland, Me., is off. A. M. Hill tells me that he fully intended making the trip, but that he could not square things with his senior partner. I suspect that the "senior partner" is L. A. W. No. 8214.

A BILLIARD table has been added to the social outfit of the N. O. Bi. Club. A piano and card tables are talked of, and no doubt, will be procured. The associate membership of this club appears to be an advantage, two of them having purchased wheels and joined the active list.

THE Louisiana rifles start Wednesday morning for the Washington drill. In the company are several ex-L. A. W. members who, now that they are going to the "paradise of wheelmen," where their league ticket would be of great service to them, bitterly repent their neglect to renew. It's the same old story "penny wise, and pound foolish."

HANDSOME Harry Fairfax has been appointed Local Consul for this city. This is a good appointment. Harry is willing, capable, and merry, and has a newspaper to back him. His every-day cycling items are to the point, and of much value in advancing the interests of wheelmen. He will be remembered by wheelmen from Mobile to Boston as one of the New Orleans to Boston tourists.

PRINCE WELLS, the professional trick rider, has been here ten days. Monday morning he attempted the feat of riding one wheel to Carrollton and back, ten miles, route from Lee Circle, via St. Charles Avenue, asphalt all the way. He succeeded in riding that distance in one hour and twenty-five minutes, (1.25), making four stops to rest. Actual riding time, one hour and fifteen minutes, (1.15).

NEW YORK.

"THE RAVEN."

I THINK I am one of the few cyclists who have seen a model of the proposed Bicycle railroad, and perhaps a description might be appreciated by others less fortunate. Mr. Thomas Nichols, President Garfield's private secretary, who owns the controlling interest in the patent, kindly exhibited and explained it to me. Briefly, it is proposed to construct over the present railroad tracks, an overhanging structure of iron piping supporting dependent guide rails, which will permit grooved guiding wheels of single-rail trains to engage and glide under a single overhead rail, against which the wheels are held by a verticle spindle shaft and spiral springs. The cars are to be forty-six inches wide, built of steel, and mounted upon single-rail tricycle spindle wheels, constructed of steel and paper, and will be run at a rate of 220 miles per hour, according to Mr. Nichols. In other words, if what this gentleman predicts be true, then the trip from San Francisco to New York, which now takes the fastest express six days to run, will be done in a single day, where the bicycle railroad is furnished. Perhaps it will, but to such of your readers as have passes or commutation tickets over any of the existing railroads, my advice is not to destroy them. Inventions do not always turn out as the inventors predict, as wheelmen well know, for if they did, we would now have the record for the mile upon the bicycle at about 30 seconds.

It is not difficult to become "scorched," if one can't be a scorcher, when old Sol sends the mercury up almost to the hundred mark, as he did last week.

I WONDER if the St. Louis wheelmen chose the 20th of May as the opening date of the L. A. W. Meet, so as to enable Col. Pope to celebrate his forty-fourth birthday among them?

THE "Owl" grows ambitious, and a seeker after fame, in his old days. I understand he and Pitman contemplate a tandem trip from New York to Boston, and propose to accomplish same in three

days. Well, if they do, they do, but if they do, I'm done. Riding a tour and writing one, are different, very different, as the "Owl" and the "Old Vet" will both discover before they do this distance in any three days.

It looks now as though the proposed amalgamation of the Ixions and the New York clubs, would not be consummated, but that each would maintain their individuality and build separately, instead of jointly, as I previously intimated.

That venerable, apterous resident of a top floor apiary, who writes over the nom-de-plume of "Attic Bee," speaks of passing the various clubs upon the Riverside Drive mounted upon his "ebony song bird," from which I infer that this Mr. "A. B." is the driver, of what less poetic people than he, call the "Black Maria."

The boom in tandems here in anticipation of the passage of the cycling bill is simply immense. Once our New York ladies grasp the fact that tandem riding is even more English than horseback riding, and ever so much more comfortable, then good-bye to side-saddles, and enter the pigskin one, in a flood that will make the hearts of the dealers glad.

The Park Commissioners of Harlem Park, in Baltimore, have made it a misdemeanor to indulge in hugging or kissing there. It is feared by cyclists that our Park Commissioners, in event of us gaining free admittance to Central Park, may take a mean revenge by passing the same kind of a law here. If they do, cyclists will surely have to pay more than their share for the maintainance of the city, if the fines for such offenses are collected.

MAYOR HEWETT, the reform mayor of New York, has been used as a cats-paw, and last resort, by the horsemen of the city, and has been induced to formulate and send a protest to Governor Hills against the latter signing the bill recently passed in the State Senate, giving cyclists equal rights with all other pleasure vehicles in this State. A worse, or more unexpected "snag," could not have been struck by the bill, and the result is far from certain.

RECORD OF THE WEEK.

THE BICYCLING WORLD joins with the visitors to the late meet, in offering the wheelmen and citizens of St. Louis, the heartiest congratulations for the successful carrying out of the elaborate programme prepared for the entertainment of their visitors. The generous manner with which wheelmen from all parts were entertained, will long remain a pleasant memory in the minds of the visitors. Characteristic Western hospitality marked every act of the St. Louis men. Boston says to St. Louis, "shake!"

HURRAH for Boston!!

WELL done, Neilson!!

BRAVO, W. A. Rhodes!!

IT was a large day for the "Victor" team.

ACCEPT our congratulations, Brother Overman.

CROCKER and the Columbia people can feel quite proud of their share. It was a close call.

WE are sorry the plucky little man, Whitaker, did not come in a little bit nearer the point. However, all cannot win.

MUNGER on a Quadrant tricycle broke the fifty mile record at Clarksville, last Monday. The time made, by some oversight, was not reported to us in season for this issue.

WE are glad to hear it denied that Mr. Aaron is *not* to give up cycling; he has only "come down" (?) to riding a safety.

GETCHELL, the Cambridge flyer, is in active training for the summer races. He will make his debut this season at Lynn, on the 30th May.

THE New York road book cost that division \$1500 in cold cash, a good large sum to put out, but it is worth it. Now, Massachusetts, brace up and get out your road book.

MESSRS. RICH, Crist and Powers are thinking of accepting the "defi" of Stenken, Wilhelm and Powell. It will be a grand race of good men, crank *vs.* lever.

WE hope the rumor that the two "Vets," Pitman and Egan will tandem to Boston this summer has the foundation of truth therein. We should rejoice to welcome these two old standbys at the Hub.

A COINCIDENCE: The date of the first day's meet in St. Louis marked Col. Pope's forty-fourth natal day. We extend to Colonel our congratulations and wishes for a long life and prosperity.

It is somewhat an astonishing thing to us that the papers all place Ives as being a better man than Rhodes, while the facts do not bear out the assertion.

THE Maryland Division will hold their spring meet in Baltimore, June 20 and 21. Among other attractive features will be a lantern parade, banquet, races and theatre party. A large attendance is expected.

EVEN New Zealand has its cycling races, the most important being that of the 5-mile championship run at Auckland. It was won by A. C. Auster on a 34-inch Kangaroo roadster in 18 minutes, 24 seconds.

It seems in Philadelphia the wheelmen are eagerly looking for three things, with great anxiety, a lecture by Tom Stevens, Karl Kron's book, and Heaven. How about the Combination? Will it work?

E. J. HALSTEAD, of the Harlem Wheelmen, has ridden 1000 miles since January 1. His mileage last year was 4006 miles. To cover this distance he rode 115 days. W. H. DeGraff comes next, with 2521 miles for 158 days.

THE Australian papers deplore the fact that the Cortis fund does not assume the proportions hoped for. It seems that £47 in all has been subscribed, £25 of which was contributed by Wood and James, the English professionals.

It is told of Frazier and Brooks, that when they were racing together at Jumbo Park, the former remarked to the latter, "if you run into me, Brooks, I'll play polo with you," and the chronicler thereof adds: "And Charlie could do it."

WE are glad our old friend Larry Overman is once more at home. We regret, however, the cause that brought him. In our stroll among the trade, we tell how poor Larry is the victim, first of an accident, and then of the ignorance of a Western dentist.

Erratum. By some misconception in understanding the pronunciation, we printed the name of the other prominent wheelman who accompanied Mr. Shriver from New York as Mr. Millis. It should have been J. O. Jimenis. We beg the gentleman's pardon.

F. WOOD takes another world's record in Australia. In the one mile professional race at Melbourne last month, Fred. Wood brought the grass record for the world down to 2 min. 45 2-4 sec., thus lowering it to the tune of 62-5sec. Wilburd, of Bathurst, was only about roysds. behind.

EMULATING the example of their distinguished fellow-townsmen, Joe Pennell: Mr. Harold R. Lewis of Philadelphia, proposes to take a tour through England and the Continent on a tandem, with Mrs. Lewis on the front seat. We cannot conceive of a more delightful way of seeing the "old country."

ALL the clubs hereabouts are making vast preparations for spending the 28, 29, and 30 May in some large fine way. The Bostons will take a three days outing with head-quarters at Massapoag, Capt. Whitney expects a big turn out. In the Associates, a Tally-Ho has been secured with six bang-tailed horses and a bugling guard.

KARL KRON says that his book is now with the binders, and some copies will leave their hands the last of this week. He asks that the Boston subscribers restrain their impetuosity until the middle of June, or until they see his advertisement in the columns of this paper. They will be turned out as fast as the binders can work now.

THE New York road book is before us, and the compiler, Mr. Albert B. Barkman, together with his assistants, Messrs. Bull and De Graff can feel satisfaction in the excellence of the competent editors. The book not only takes in New York State, but also the principal through routes in all the New England states, New Jersey, Pennsylvania, Delaware, Maryland, Virginia and Ohio. It also contains maps of New York State, and New York City, Buffalo, Staten Island, the Oranges and Philadelphia riding districts. In addition to this it contains general information, points and suggestions, a list of New York Consuls and League Hotels.

AT Dedham, Mass., on Thursday last, in the Supreme Court, before Judge Hammond, a verdict for the plaintiff was rendered in the case of H. M. Carter *vs.* A. Raymond. This was an action brought by a tricyclist to recover damages for injuries to his machine caused by being run into by the defendant's team. The court awarded the plaintiff the full amount of his claim. It was clearly proven that plaintiff was on the right side of the road, and that defendant ran him down through negligence. This is another case that ought to prove to the non-cyclist that wheelmen have rights as well as they. For plaintiff, J. S. Dean, for defendant, J. E. Cotter.

AMONG THE CLUBS.

At the annual meeting of the Montclair wheelmen, held at the residence of Dr. A. J. Wright lately, the following officers were elected for the ensuing year: Captain, Joseph M. McFadden; Lieutenant, William Felsing; Secretary-Treasurer, William I. Hare; Color Bearer, Walter H. Brinkerhoff; Bugler, R. George Hudson, Jr.; Executive Committee, Dr. A. J. Wright, John Wilde, W. I. Hare, Joseph M. McFadden, W. Felsing. One of the members reported that several young men were using their best efforts to have the present club abolished and start a new one, and were desirous of having the club aid them in their designs. The rather cheeky scheme was promptly settled by the members present, who decided that if any one wished to start a new club they could do so, but that "the Montclair Wheelmen" had "come to stay," and would have nothing to do with the movement.

THE Elizabeth Wheelmen held a meeting in their new club house lately. The house is receiving the finishing touches, and before many moons have set cards will be out for the "house warming."

ON June 20 and 21 the fourth annual meet of the Maryland Division, L. A. W., will be held in connection with the third annual tournament of the associated clubs of Baltimore, at Baltimore, Md.

THE Omaha, Neb., Wheelmen have joined the C. T. C. *en masse* and adopted the C. T. C. uniform, thus forming what is probably the Westernmost complete division of "the army of men in grey."

THE Passaic County Wheelmen are coming to the front, a lantern parade being arranged for the evening of 13 June. A high-glorious time is anticipated. The parade will be through the streets of Passaic.

AT a meeting of the "Columbia" Wheelmen, Stockport, N. Y., May 6th, the following officers were elected: R. Burns Reynolds, President; Joshua Reynolds, Secretary-Treasurer and Captain. The club is strictly a League Club, and ladies are admitted.

THE New Castle (Pa.) Bicycle Club elected officers, President, H. Warren Terry; Secretary and Treasurer, C. L. White; Captain, C. J. Kirk; First Lieutenant, A. G. Thalmer; Second Lieutenant, C. H. P. Brown. The club will hold its annual meet July 4th, 1887.

THE Springfield Club having abandoned all idea of a tournament, now are turning their attention to music. They "toot" brass instruments, they thump drums, they black up and do the negro minstrel snap in fine shape. We are sorry that the transfer of their energies from racing to "tooting" we shall miss the big tournament.

AT the meeting of the Maverick Wheel Club, Wednesday evening, May 11th, Mr. William Bell was made captain, in place of Mr. A. J. Rogers, resigned. Mr. J. E. Bigelow was elected First Lieutenant, and C. E. Little, Second Lieutenant. The club will have a run to Waltham, next Sunday, starting from the rooms at 9.30.

ALTHOUGH the Peoria (Ill.) Bicycle Club has not been heard from for some time past, it is neither dead nor sleeping. The fact of the matter is the members have all been too busy to write for any of the papers. The club held their first road race yesterday, and it was an unqualified success. The course was over what is known as the Prospect Hill and Big Hollow roads, going six miles and returning four to complete the ten miles. The road is very hilly, there being no less than fourteen sizeable hills to be climbed, but the surface is smooth gravel. There were four starters, namely, Captain Bert Meyers, John L. Seery, Hiram Peirce, Jr., and Charles Wheeler. They finished in the order named, Myers winning easily in 40 minutes and 27 seconds, which they consider good, considering that it is their first race. The road was not in good condition, and some little difficulty was experienced and time lost on account of vehicles. The hills of course interfered somewhat with fast time. The club is now moving into elegant new quarters in the Public Library building upon one of the best corners in the city. We shall have here, pool and card tables, all the bicycling publications, steam heat and all the modern improvements. They are expecting to take a large part of their membership to St. Louis in a body. They have a special car both going and returning, and none of them expect to come home without also seeing the Clarksville road race.

AT Martinsburg, W. Va., a number of gentlemen met and formed the "West Virginia Wheelmen." The following officers were elected: President, Elmor Swope; Captain, A. L. Martin; Secretary and Treasurer, Henry Fitz; First Lieutenant, George Myers, Bugler, Cal. Myers; Color Bearer, Willis Scheu. Messrs. Elmor Swope, F. Vernon Aler, and George Myers were appointed a committee to draft by-laws and resolutions. Meetings will be held and an opportunity offered those wishing to join. After business was disposed of Mr. and Mrs. A. L. Martin entertained, for which the

members of the club passed a vote of thanks, with three cheers and a tiger. The "Wheelmen" will probably attend the Hagerstown meet.

AGAIN WOODSIDE SUCCUMBS TO HOWELL.

RICHARD HOWELL and W. A. Woodside came together last Monday, in the second of the series of matches made between them. The distance was ten miles, and the place of the race, Birmingham. The time for the distance was 33 minutes 35 seconds, and Howell beat him handily by about ten yards. The chances of the American winning any of the shorter distances, are now considered in England, as being very slim.

FROM "THE LAND O' CAKES."

By referring to my books I find my last letter to your readers was from Dublin, April 15th, and my excuse for not writing since that date is press of business, which has claimed my close attention since coming here. The American team left Ireland's hospitable shores on April 19th, and boarded the steamer Shamrock for Glasgow and the land of the canny Scotties. A brave little band of Irish cyclists assembled on the steamer's deck to say farewell—but not forever, as I have every reason to believe Ireland will see us again before the season is over. On the steamer leaving her dock at the North Wall we hastily partook of supper, and when dear old Erin's isle faded from view we thought the seclusion of our cabin would just about suit us, as the passage between Ireland and Scotland don't bear the best of character for gentleness. On turning out of our staterooms in the morning the din of hammer artillery rang in our ears from the mammoth shipbuilding factories on the river Clyde. Going up the river about 20 miles from Glasgow we were treated to a fine spectacle—the launching of a splendid new vessel, oddly enough, the "Queen Victoria" by name. The river pilot signalled our good "Shamrock" that it was dangerous to proceed, and the American team, with other passengers (not numerous), flocked to the fore-castle to see what was up. In a few minutes a grand sight met our view; the ship glided gently on her rollers from her ways, and entered the river mastless, rising

LIKE A PROUD SWAN

from her plunge. Arriving in Glasgow we were met by some of the Scotch cyclists, headed by A. F. Rennie, ex-long distance amateur champion, now manager of Messrs. Hillman, Herbert & Cooper's Glasgow house, who showed us every attention during our brief stay there, leaving, as we did, at 4 o'clock the same day. Taking train for our next engagement—Aberdeen, known as the "Granite City," for the reason that the entire city is composed of fine granite buildings (and a 200,000 population). We arrived here late at night, and were met by J. Young (Howell's conqueror on the board track), *Wheeling's* reporter, and some fifty others, comprising amateur and professional riders, newspaper men, etc. We and our baggage were at once seized, and our headquarters, the Waverly Hotel, until midnight, presented a scene something like the President's reception or levee, visitors being introduced, etc. Our first reception in contests drew together some 4000 people to see the

"YANKEES" DONE UP

on the board track. They had been counting without their host, however, as little Temple of Chicago, with four laps start (track nine laps) did his men from scratch in 30.35. Four of the best Scotchmen, including Young, being in the race. The youngster shot ahead in the last mile, and left his men badly. The track, however, was measured by Woodside and myself, and we find it over a mile in twenty short, so you can see how careful they should be in reporting fast times from this part of Great Britain.

The next appearance was on the cinder path (5 1-3 laps) for the 10-mile Scotch championship, and Temple and Woodside—the former through carelessness—were beaten by a foot by Young for first place, three other Scotchmen being run off the track before five miles were covered—Time, 32.33. Track 31 yards short of the mile.

Temple was not satisfied, so he met and defeated Young by a dozen yards in a 10 mile race on Thursday last, and "yours, truly," won the handicap (three miles from the 200 yard mark.) Woodside scratch W. Dey on 200 yard mark also.

Saturday was our fourth and final performance, and 6000 Scotchmen, with a small sprinkling of ladies, saw the Americans defeat and rout the Scotch all along the line. Woodside defeated Lumsden (English's defeater) in a 20 mile race in 1 hour 3 minutes 24 seconds. Temple won the 5 mile open scratch race in beautiful style, with "yours, truly," third, Dey second.

THE © RUDGE © HUMBER © TANDEM.

The King of all Tandems.



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❖ We are Well Satisfied ❖

That our Bearing is the Easiest Running on the market
by all odds.

That well known St. Louis wheelman, Harry Gordon, remarked the other day, "That he took a run with a couple of friends, who were mounted on new '87 Light Roadsters, and, coming to a hill, the

LIGHT CHAMPION'S SUPERIOR COASTING QUALITIES

were at once apparent, as he ran right away from his friends. But they were not satisfied, and insisted on trying it again with the same result.

IT IS ONE THING TO TALK, and quite another thing to TALK FACTS, "DON'T YOU KNOW."

The latter two have a pretty effectual way of talking for themselves.

By the way, if you want a Catalogue, let us know, and we will mail you one.

We are also mailing OUR SPECIAL CATALOGUE OF TESTIMONIAL, parts, sundries, etc., on receipt of one cent stamps.

Gormully & Jefferey Mfg. Co.

CHICAGO, - - ILL.



Largest Bicycle Manufacturers in America.

Some 15,000 people have paid to see the American team here, and they could stop and draw gates for a month if England did not demand our attention. We are, however, specially engaged for the great Scottish annual meet in Edinburgh, June 18, and when we return from England will also do a day at Perth and Paisley, also Glasgow. I cannot say I like Scotland; to my mind the people are clannish, close-fisted and not over-courteous.

GIVE ME IRELAND,

my Erin's Isle, and her clever people. We took a trip by road, and inspected Balmoral Castle, the Queen's Highland summer home, last Tuesday, 115 miles there and return. The castle, a plain, substantial-looking place, with some pretty Scotch domestics employed therein, and Woodside and Temple improved the shining hour by doing a little advertising in her Majesty's estates, by presenting the lassies with little photos of the team. Temple also stuck one in the back of her Majesty's favorite chair, unobserved. We were favored by Dr. Proffit, her Majesty's steward, with a thorough inspection of the castle and grounds, and the solid gold ornaments struck our fancy the most, especially as Dr. Proffit informed us that they cost nearly a half million.

THE ROADS HERE ARE GRAND,

and you can sprint along in good style. Messrs. J. Young and D. Davidson, the professional and amateur champions, respectively, of Scotland, escorted us a few miles in our journey on Tuesday. Friday we went fishing in the river "Ury," some twenty miles away, and the station we got out of, Inverarie, is right alongside Keith Falconer's home. Of course, you all have heard of Keith Falconer, and I believe some of his records are still fresh in the minds of all. A good story was told me by one of our companions, about Falconer actually racing a train and beating it for fifteen miles along the excellent road here, his mother and father being in the same train. The race was described as being a neck and neck affair, Falconer just winning in the post. We caught fourteen fish, the smallest about one inch long, and the largest weighed half a pound. We leave here for Leicester to-morrow.

W. J. MORGAN.

Aberdeen, Scotland, May 8th.

THE LEAGUE MEET.

ST. LOUIS, Mo., May, 21, 1887.

THE past three days have been great ones in the annals of St. Louisian Cycling history. The Lindell Hotel began to put on an unusual look on the evening of the 18th, and by Thursday noon it was evident to the looker-on that something was up of a bicyclic nature. As soon as the men arrived, the politicians began to get in their work, and a few were not slow to state that several dark horses were to be sprung on the meeting as candidates for President, and third man on the ticket. Massachusetts men were delighted to find that

H. W. HAYES OF BOSTON HAD NO OPPOSITION

for Vice President, but many were there who worked against Kirkpatrick and Bidwell. The principal manufacturers and dealers are all here. A. H. Overman has been doing Clarksville and looking after the "Victor's" chances in the road race. Col. Pope has put in appearance, making friends as usual by his genial ways. The natty Harry Corey is here for the Rudge people, and Ned Oliver, the pushing, energetic Ned, is looking out for "Whit" and Gormully and Jeffery. W. B. Everett and the six-in-hand came Thursday, and he promises a sensation in the parade to-morrow. In fact

ALL THE LARGE "BOW-WOWS"

are here — Bidwell, Kirkpatrick, Dunn, Lawton, Davol, Tom Stevens, Hayes, and a host of others. Your correspondent has seen more "celebrities" during the past two or three days than ever before. It is generally regretted that the "long and short" Editors of the *WORLD* are not here in person. [We are sorry also, Ed.] I had the pleasure of meeting that well known scribe, C. S. Howard, of your town. In fact one cannot move a step without falling over some well known cyclist, famous either for his political or riding reputation. The road race was, of course, a source of constant speculation. Rhodes of the Victor team had a slight call in betting with Whittaker of Gormully and Jeffery team, a close second favorite. Frazer and Crocker are named for second place. Frazer's chances, however, are waning, as reports come that he is "way off," and likely to be too sick a man the day of the race, in consequence of the fall he got the other day. This is too bad, as Frazer has shown himself a good man in some of the friendly spurts with the others. Whittaker's chances are A1; he is a demon in spurting down hill. In fact, most of the men have taken off brakes, and propose to race down every hill. The Columbia man, Crocker, is

coming up in favor, and he will make a hard race. The element of accident enters so largely into a race of this kind that the poorest man may win, but barring accidents, either Rhodes, Whittaker, Crocker, Frazer (if the latter starts) will, I think, finish first. This is my forecast, and next Monday will solve the question; but I want to put on record now that I think the first three men in will be Rhodes, Crocker, and Whittaker, bar smash-ups.

It was pretty generally felt this morning that the attempt to defeat Kirkpatrick and Bidwell would prove fruitless, and the result of the election proved this idea correct. The

MEETING OF THE BOARD

of officers was held in Entertainment Hall of the Exposition Building, and was followed by the general meeting. It was called for 9 A. M., but, of course, the usual tardy ones delayed matters. Then the committee on credentials were mighty particular, and delay was the result, necessary perhaps, but none the less tedious. Dr. Butler of Buffalo, presided, and, I must say, showed the elements of a good presiding officer.

The report of credential committee, as adopted, showed ninety-nine proxies represented. The proxies thrown out were those of J. C. Moore, J. D. Arkison, R. C. Woodworth, S. H. Day, John V. Stevenson, because the proxies were not made out in the signer's hand-writing; F. T. Mittauer's was rejected because the principal is not a member of the Board.

MEMBERS PRESENT.

The roll-call showed forty-four members present, as follows: Kentucky, Hiram W. Langley, Dayton; Louisiana, Harry H. Hodgson, New Orleans; Maryland, George F. Updegraff, Hagerstown; Massachusetts: H. W. Hayes, Cambridge; Dr. W. H. Emery, Roxbury; C. S. Howard, Boston; J. H. Grimes, West Somerville; Sanford Lawton and W. C. Marsh, Springfield; Missouri: William Brewster, A. C. Stewart of St. Louis, and W. H. Cameron of St. Joseph; Nebraska, F. N. Clark, Omaha; New Jersey: Dr. J. H. Cooley of Plainfield, Dr. G. Carleton Brown of Elizabeth, E. F. Burnes of Smithville, W. B. Banker of Passaic; New York: George R. Bidwell and Chas. H. Luscomb of New York, Joshua Reynolds of Stockport, Henry Gallien of Albany, C. S. Butler of Buffalo, W. L. Beck of Lockport, W. W. Share of Brooklyn. Ohio, James R. Dunn, J. M. Tryton, F. T. Sholes, H. B. Hane, A. P. Seiler, F. L. Casselberry, H. S. Livingstone. Pennsylvania, George A. Jessup, I. Elwell, J. E. Harder, J. J. Van Nort and S. H. Murray. Rhode Island, C. S. Davol.

Then came the balloting, and

THE RESULT IS THAT,

the East gets, the vice president, H. W. Hayes, and third member on executive committee, Geo. R. Bidwell, of New York. The West has president T. J. Kirkpatrick, and the treasurer, W. W. Brewster, of St. Louis. The delegates were very enthusiastic, and cheered themselves hoarse. The Treasurer's report, which was verified by the

SECRETARY-EDITOR'S REPORT,

as given below. Your correspondent takes the report from the daily paper here, as being the most concise and comprehensive, and is as follows: In presenting the annual report, Mr. Bassett said that the League's assets on May 1, 1887, amounted to \$5,540.38, and the liabilities to \$3,957.79. The excess of assets over liabilities is \$1,590.59, which amount will shrink to \$1,343.88, if there is made a deduction of \$246.71, which represents certain accounts of doubtful value. There is due the Treasurer \$1,751.76, which is less than the amount allowed the office last year, making the liabilities in excess the assets \$407.88. The League's only large creditors to-day are the State divisions, to which \$2,122.08 is owed, but all this will be paid in a few weeks. When the office of Secretary was taken by the present incumbent the books showed the League to have a balance after paying all bills, of \$25.88, but there were bills due which did not appear, and which have since been paid, amounting to \$525, and of the accounts due \$335 had to be carried to profit and loss. Other accounts had to be settled at a loss, and it is therefore a low estimate to place the bankruptcy of the League on January 1 at \$1,500.

Counting on the probable future of the *Bulletin*, Mr. Bassett said that if the Executive Committee found that it would be possible to conduct it without a too great loss the paper would be printed once a week, but if not, it might be necessary to publish it twice a month, but he had sincere trust that the future would show better results.

The total membership of the League to date was shown to be 9,480. Various plans that the secretary has in mind for improvements in the office were outlined, and in conclusion Mr. Bassett said: "Your secretary has been an incumbent of the office for but a few months. He has made mistakes, perhaps, and there have been delays which may have been unpardonable, but he has made an

earnest effort in the face of great difficulty, and he asks no more of the members than that they will be as patient with, and considerate for, him in the future as they have generously been in the past."

Mr. Bassett's report came next, as

CHAIRMAN OF THE RACING BOARD,

which included a statement to the effect that the action of the Board has in no wise been actively antagonistic to the welfare of any other organization, simply passive, feeling that the A. C. U. would work out its own destiny. A list of the path records was also read as accepted by the L. A. W. Then came reports from less important sources and a vote of protest was passed against the C. T. C. for appropriating the L. A. W. badge. After this Mr. Luscomb of New York presented a resolution setting forth that the action of the Board at the January meeting was not an affront to any divisions, especially Pennsylvania and Maryland, and expressing the League's appreciation of every division. This was unanimously adopted. The meeting then adjourned.

Of course the event that caused the most interest to the general public was

THE PARADE.

To the Bostonian I suppose, this feature would prove a veritable chestnut, but to the St. Louisians the sight of 600 wheelmen in line was something not to be missed. Judging from the crowds that lined the streets through which the parade passed and the liberal applause the spectacle was most acceptable. There were also some funny incidents, caused by the falling of the "wary wobblers," who were not up in the great stand still act. The order of parade was:

- Escort of Mounted Police.
- A. K. Stewart, Pacemaker.
- President Beckwith, Grand Marshal.
- Ned K. Oliver, Bugler.
- Prof. C. H. Stone, Chief Aid.
- L. A. W. Clubs, ranking in order of age.
- Missouri Division.
- Unattached League Members.
- Missouri Bicycle Club, L. A. W. Members.
- Missouri Club, Tricycle Division.

Your correspondent is not not posted, so far as experience goes, as to judge what would be called a successful parade, but judging from what the veterans say, it was *not* quite up to the mark. The pace was irregular, and the route a hard one, so they say. A good many men took carriages, and those who rode trikes had a vast advantage. The six-in-hand attracted the most notice. The crew on board this novel machine were as follows: Secretary Bassett in front, and just behind, W. B. Everett, who was in charge of the helm, and on the other seats Messrs. Hayes, Lawton, Smith and Corey. A ludicrous incident occurred to the crew of this machine, that might have proven a serious mishap. A wagon suddenly whirled in from a side street, result collision and general spill of the six riders; no harm done, except violence to the proprieties by the pardonable use of strong English. The route of the parade as finally adopted was: Form on Twentieth and Locust, east on Locust to Fifteenth, to Washington avenue, to Fourth street, to Chestnut, to Eleventh, to Olive, to Fifteenth, to Locust, to Twenty-eighth, to Pine, to Grand avenue, to Lindell, to Forest Park. On arriving at the Park a picnic lunch was served, and the boys were photographed. Then by special invitation an adjournment was made to the Anheuser-Busch Brewery, and the thirsty ones had all the delicious beer they could carry. The estimates and counts make the number in the parade as from 500 to 600.

The last day of the meet was brought to a close by

THE BANQUET,

which was held in the big dining-hall of the Lindell Hotel. Mr. G. Thomas acted in a most acceptable manner as toast-master; he was witty and brief, two excellent requisites in a toast-master. The Hon. Jacob Furth, on behalf of the city of St. Louis, welcomed the wheelmen, administering to them a very palatable dose of flattery. Mr. Kirkpatrick spoke in answer to the toast of the League, and a very able appeal he made. Col. Pope came to the front and spoke on behalf of himself and the Boston contingent in terms of gratitude and admiration at the splendid hospitality shown by the St. Louis wheelmen. This sentiment was most enthusiastically endorsed by the visitors, and with just cause. The dinner was a fit ending to the eighth annual meet, the arrangements for which have been carried out in lavish and generous scale.

After the dinner, some 300 to 400 men started for the steamer Hudson, en route for Clarksville. This steamer will be their home until after the races. Others took a late train, the cars of which will be side tracked and used for the accommodation of the visiting wheelmen.

Of necessity my report has been brief, as I wished it to reach you at the earliest possible moment. My next will be from Clarksville, giving results of the great race.

So at last the long talked meet is over and now becomes an

INCIDENT OF THE PAST.

One thing the St. Louisians can comfort themselves with the knowledge that the generous hospitality shown to visiting wheelmen has never been surpassed; certainly the sum spent, \$5000, was never equalled by any other city. As a citizen of this dusty old town, I am proud to know that our efforts have been eminently successful, and that our visitors will go away with a very large opinion of our entertaining capacity; certainly they ought to be pleased, and I think they were. There was no breathing spell between entertainment; the boys were on the jump all the time, and I think that when Saturday night came a good many were ready to take a rest.

THE GREAT ROAD RACE.

CLARKSVILLE, 23 May, 1887.

CLARKSVILLE is situated in Pike County, Mo., about ninety miles north of St. Louis. It is an unpretentious little spot, and contains about 1500 inhabitants. Prettily situated among the hills and on the banks of the river, it has an air of quiet prosperity and thrift. The importance of Clarksville has attained in the eyes of the cycling public, is, of course, due to the great races that have been held here for the past two years. My report must of necessity, be brief, so that it can reach you in time for publication in this issue. The papers lately have been full of the doings of the contestants, and so I will not weary you with a repetition of those details. To-day the town is crowded with an excited multitude, and nothing is spoken of but the race. Rhodes, Crocker and Whittaker are the favorites. The book-makers looking on Rhodes as the man most likely to win. Frazier and McCurdy are not in this, and the balance are looked upon with a degree of confidence that they cannot win, that is refreshing, in view of the result: Neilson is placed as a fast man, but not a sure stayer over these hills; Brooks, Ashinger, and Hollingsworth are not looked on as dangerous; Prince thinks discretion the better part of valor, and won't start. The start was delayed some so as to give the roads a chance to dry up a bit after the rain of yesterday. Some of the equipages used to carry the multitude to the starting point were exceedingly unique. The men were at last ranged in three rows across the road in the following order: H. G. Crocker of Boston, on a 53-inch Columbia bicycle; A. A. McCurdy of Lynn, on a Star; and Samuel Hollingsworth of Rushville, Ind., on a 53-inch Columbia bicycle. Then Robert Neilson of Boston, on a 53-inch Victor; S. G. Whittaker of Chicago, on an American Champion; and John Brooks of Blossburg, on a Star. In the rear were William A. Rhodes of Boston, on a 59-inch Victor; Charles Frazier of Smithville on a Star; and E. C. Washington of Omaha, Neb., on a Champion. Precisely at 9.12 1-2, Mr. Brewster started the men on their journey, and one of the finest field of road riders the country ever saw, soon passed out of sight "over the hills and far away." All the men had a turn at leading for the first circuit, but when the men showed up on the first round Neilson was leading with Crocker and Whittaker bunching right on his wheel. Then came the rest after a short interval, with Rhodes last. On the second lap Crocker took a header, but did not do much damage. On the men coming round for the second time, it was seen that Rhodes was in the van with Neilson and Crocker right up, the rest stringing in three to fifteen minutes behind. After a while Rhodes wanted Neilson to make pace, but Bobby would not, and so Billy had to keep digging in front, and it was only towards the last of the final circuit that Neilson made a bid for first with such vim that Rhodes could not hold him back. It was a savage spurt on the finish, but Neilson showed that not only had he speed, but he *could* stay with the best of them. They finished in the following order and time:

R. A. Neilson, Boston,	- - - - -	6-46-27
W. A. Rhodes,	" - - - - -	6-46-51
H. C. Crocker,	" - - - - -	6-51-27

During the race, betting was quite lively, and in every instance Rhodes showed up a strong favorite. Very few had money on Neilson. Frazier, McCurdy and Ashinger withdrew, and did not finish. [Robert Neilson, the winner, was born in Toronto, Canada, March 31, 1858. His height five feet eight and one-half inches; weighs in training, about 155 pounds. During the last season he made quite a record for himself on the track, having beaten Woodside, Prince and Crocker in some of the races at the Fall tournaments.—Ed.]

NOTES OF THE MEET AND RACE.

"My eye" but were not the knowing ones out this time? and the book-makers, they went home with the "pot."

A. H. OVERMAN was the happiest man in Pike County last Monday.

To see those men race down hill, brakes off, and pedalling for dear life was a sight to make the timid hold his breath.

A GOOD many unattached kicked, because they were not allowed in line with League members. "It sarved 'em right."

LET's "clasp hands over the bloody chasm," said Massachusetts and New York to Pennsylvania, and they "clasped."

BASSETT flying through the air from the front end of the six-in-hand was an exhilarating sight. No harm done, however.

OUR new Treasurer, Mr. Brewster, made a very favorable impression on all who met him. His election was a popular one.

THE boys tumbled some, but no bones were broken, and they did not finish in that very "gorey" plight sometimes noticed after a 100-mile sprint.

FRAZIER and "Whit." had a brush over the course at practice lately, and the way he hung on to "Whit." rather pnt up the Smithville man's stock.

GREAT disappointment was felt because Morris and Oellien did not start in the race. Henry says he will provide the lunch, if his old opponent would only "go him."

"WHIT." is perhaps the most daring of all the riders, the steeper the hill, the faster he rushes. When he can gain speed he takes *all* chances.

PROFESSOR GLEASON's offer to break horses so that they would have no fear of the bicycle, bring forth the suggestion that we would like to see Gleason try his hand on the *Road Hog?*

MR. LADISH deserves much praise for the way he has worked on his 100-mile road race, which proves to be the greatest event in the history of bicycling.

ONE thing the visitors were unanimous on, and that was that the quality of the St. Louis beer cannot be improved on. They all took to it like little Dutchmen.

PIKE COUNTY, Mo., never had so many people in its confines, as it did last Monday. The population of the county is 26,000, but last Monday it must have been 10,000 better.

THE *Post-Dispatch* has offered a bicycle to Mr. John J. Jennings, if he will ride it in the pursuit of his business. John says he will do it if the *P. D.* will tack on an accident policy.

AMONG the most acceptable contributions by outsiders at the entertainment given by the Missouri Club men, were the ballads of Ned Oliver and the parody on "Barbara Frietchie" by A. H. Overman.

THE Missouri club did themselves proud. Their indefatigable efforts to entertain were splendid. The visitors carried away with them feelings of the deepest regard and admiration for this grand club.

MR. EDWARD SELLS proved the right man in the right place. As head of his committee he could not be excelled. His aids were right up to time, and made the attainment of his objects, the success they proved to be.

THE Monteseño excursion was well attended. The big steamer C. P. Chouteau was crowded. Dancing and flirting was indulged in on the way back to the city, the boat arriving at a late hour.

THE bitter lesson that Percy Stone has had, I trust, will prove of value to that misguided youth. I admire his pluck but deplore his judgment. Had he listened to the voice of warning he might have been a "probable winner," and not a sick man on his back.

EAST HARTFORD RACES.

THE East Hartford Wheel Club has elected the following officers for the ensuing year: President, L. S. Forbes; Captain, H. E. Bidwell; First Lieutenant, E. E. Arnold; Second Lieutenant, E. S. Horton; Secretary, H. D. Olmsted; Treasurer, W. K. Ackley. This club will hold a race meeting June 4th. With an improved track, a fine list of open races, and valuable prizes, it offers attractions to wheelmen to visit and compete. Among the novelties is the one-half-mile handicap, in heats, after the English style, only the winner of each heat to start in the final. There will be valuable prizes for all who ride in the latter.

HAGERSTOWN, MD., RACES.

INVITATIONS and prospectus for the Hagerstown, Md., race meet to be held on June 13th, are out. The events comprise: 1, one-mile amateur, open to all; 2, one-mile, open to those who have never

won a first or second prize; 3, 100-yard slow race, open to all; 4, one-mile, club championship; 5, one-half-mile heat race, three heats open; 6, two-mile handicap, open to all; 7, two-mile lap race, open only to Maryland riders; 8, one-mile team race, three riders from each club; and 9, one-mile consolation. For prizes, gold medals will be awarded the winners, and a banner to the winning team; and cycling sundries to the second best. In addition to the races, a parade, banquet, runs, etc., will enliven the occasion.

KING'S COUNTY WHEELMEN RACE.

THE Kings County Wheelmen, of Brooklyn, will hold their annual Spring races on the grounds of the Brooklyn Athletic Association, June 25th. Every evidence points toward increased interest and enthusiasm in this event, which the push and experience of the K. C. W., the only club to offer Brooklyn cyclers the opportunity to witness an exhibition of speedy pedaling, has made a yearly fixture of note. The events will be open to amateurs only.

The events will probably be as follows: One-mile, club, novice; one-mile, championship, Ilderan Bicycle Club; one-mile, championship, Brooklyn Bicycle Club; two-mile, championship, Calumet Bicycle Club; one-mile, novice, open; one-mile, open, handicap; two-mile, open, handicap; five-mile, open, handicap; one-and-four-fifths-mile, relay, team race, three men from each club's entering three laps each; one-half-mile, boys under fifteen years; one-mile, ride-and-run; one-mile, consolation. The sport offered in this list will be appreciated by numerous friends. Costly medals and prizes, superior, if possible, to those given in the past, will be offered.

EAST HARTFORD, (CONN.) CLUB RACE MEETING.

THE second annual spring race meeting of the East Hartford Wheel Club will be held Saturday, June 4th, at 3 P. M., on the East Hartford Bicycle Track. The programme will be as follows: Two-mile, handicap, club; one-half mile, handicap, open, in heats; three-mile, handicap, open; two-mile, novice, open; one-mile, 3.20 class, open; one-mile, open; two-mile, lap, open; one-mile, consolation. In the one-half-mile handicap, not more than five riders will be started in a heat, and to obtain a place in a final, it will be necessary to win a trial heat. There will be three prizes in every race where there are four or more starters, except in the consolation race, which will have five, and the one-half-mile handicap, which will have as many prizes as there are heats, so that every winner of a heat will be sure of a prize. The prizes will be the most valuable that we have ever offered. Among the prizes already selected are a Colt's Repeating Rifle and an elegant Amberina Lemonade Set for first and second prizes in the one-half-mile handicap. The track has been improved this Spring by widening and raising the turns, and is expected to be in splendid condition for the races. The committee reserve the right to reject any entry. All wheelmen and their friends are cordially invited to partake of a collation at the club room in Welles Hall shortly after the close of the races, and also to remain to an informal entertainment afterwards, during which the prizes will be distributed. An entrance fee of fifty cents will be charged for each race, and no entry will be received later than Wednesday, June 1st, and should be made to H. E. Bidwell, P. O. Box 173, East Hartford, Conn.

A STROLL AMONG THE TRADE.

HAVING had two weeks hard work indoors, it occurred to us to pick up our staff and take a pilgrimage among the manufacturers and importers. The inception of the idea was quickly followed by the actual performance, and we headed for Stoddard, Lovering & Co., where we found

HARRY COREY,

in a great state of excitement over the fact that he had three engagements to fulfill that afternoon, he having to attend a funeral, a boat race and a party. Notwithstanding this treble cause for hurry, we managed to get a few items for the information of our readers. His talk ran something like this: "The demand for the Bicycleette has been something surprising. Not only do old riders take to it but it is developing a class of wheelmen hitherto unknown. Clergymen, physicians, lawyers, and bank officials and other men who have not ridden before, think seriously now of becoming devotees of the wheel, and it is to the older class of men we sell mostly. The demand for Tandems is slower, although steadier. We find it about equal between the Humber and the Crescent, and we find the Humber goes more to the young fellows and the Crescent to the older. No doubt the improvements we have put on our Light Roadster in the way of full forks, longer cranks, spade instead of the old-fashioned handles, and the Townsend saddle, have been good cards for us this year.

We have nothing to complain of in the way of business, if it holds as well as it commenced, we shall be perfectly contented. By the way," continued Harry, "I have an anecdote to relate. The other day, a young man came in and borrowed my Bicycleette, saying he was thinking of purchasing and would like to try it over Sunday, and to oblige him, I let him take it. While out walking on Sunday afternoon, I saw a rider on a Bicycleette pass me; he was a stranger to me, and it looked like my machine. I asked him to dismount, which he did, and upon looking over the machine I found that my supposition was correct. Upon asking him where he had obtained it, he said he had hired it of Mr. So-and-So, for \$2.00 for the day, mentioning the man who had borrowed it of me. As he seemed a gentlemanly sort of a fellow, I said nothing, but upon the borrower's coming in the next morning to return the machine, saying he was well pleased with it, the reception he received was akin to that of the 'monkey and the parrot.'"

AFTER having pumped Mr. Corey dry, we took up our staff and continued on our way to

NO. 79 FRANKLIN STREET.

There we found Mr. Fowler and a gentleman who was introduced as Mr. L. E. Hickok. I announced my errand as being one in search of "items"—trade items. "I must refer you to Mr. Gaskell," quoth Mr. Fowler, "but," he continued, "I want to tell you that this Mr. Hickok, who represents one of the largest carriage hardware concerns in the country, is a living example of how the cycle can be utilized in a business way. Since owning a Columbia bicycle Mr. Hickok has travelled over 6000 miles on his machine, making an *actual saving* in both time and money over what it would have been had he depended on the railroads. As to the saving in expense, he found that his expenditures were 25 per cent. less, and as to the gain in time, he gives the following example: Starting on his bicycle from Newport, N. H., at 7 A. M. Monday, he arrived in Amesbury, Mass., on Friday, at 4 P. M. He stopped at 12 towns, and made 21 business calls. Had he covered this same territory, using the "steam horse," it would have been *impossible* to have done the trip in less than eight days—a clean saving of three days. This is merely one illustration; similar results can be shown in numberless instances. Mr. Hickok uses his bicycle during the season when the roads are rideable, and finds that economy of time and money are the invariable results." After some desultory conversation we made our bow and tripped lightly up one flight, and was there welcomed by Mr. Gaskell. "Yes, this is a great year for tandems," said Mr. G., in answer to our question, "and we have every reason to feel gratified at the way our Columbia tandem is being received by the riding public; our ability to keep up with our orders is pretty thoroughly tested." "Come here and look at this," continued Mr. Gaskell, going over to the new single tricycle, and patting the inanimate mass of steel and rubber. "Isn't she a dandy?" We coincided, and expressed a desire to try the "dandy," which wish will no doubt be granted as soon as the Pope Co. can get ahead of their orders. Mr. Gaskell continued: "We believe that the 'two-track' will continue to be a favorite where the roads are of a rutty character, and where the sex or condition of the rider will not admit of the use of a bicycle." Mr. Gaskell reported the general business to be "brisk and lively as they could wish." After a bit of a talk on racing matters and the probability of his being one of the Boston Bi. Club team in the road race, we bid him adieu and continued on our journey up to

NO. 182 COLUMBUS AVENUE.

to see if that 64-inch bicycle had shrunk any, and also to discover how the worthy President felt over our Devil's blunder in calling it a "6-inch wheel." The rod was in pickle for us, but it was laid lightly and courteously over our shoulders. We found the "Jumbo" still there in all its stupendousness. As we in common with a good many others were anxious to try the new Safety over the roads our question was naturally, "When are the Safeties coming out?" They *are* out," was the answer, "and are now being shipped direct from the factory, so that we shall soon be able to satisfy all present demands and have some here in stock." The same state of things was reported in regard to the new three-wheeler. "It has taken great care, patience and ingenuity to overcome the difficulties encountered in adapting our patent spring fork; but we have overcome all; the machines, we believe, are now perfect, consequently we are happy." We were pleased to hear the same report from the Overman Co., that "orders were plenty and business brisk." We learned with regret that Mr. "Larry" Overman had met with a serious mishap out west. It seems that while in Omaha he fell and dislocated his jaw, also breaking some teeth. From Omaha he went to Lincoln, Neb., and there he thought he would go to a dentist and have the broken molars extracted. Unfortunately the dentist, in attempting the operation, *broke* Mr. Overman's jaw. He has been laid up in a terrible condition for three weeks, and was

only able to take nourishment through a tube. The friends of the genial "Larry" will sympathize with him, and mentally consign the skillful (?) dentist to the place where icebergs are held at a big premium. He is now at home, and under skillful care. We sincerely trust we shall soon be able to report him as fully recovered. We are but a short way on our pilgrimage, but time and space forbid any further record of our strollings, this week. We shall resume the pilgrimage and take up the staff each week until we have visited every one of our manufacturers, importers and dealers, either in person or by proxy, and the result of our investigation shall be served out to our readers in due time.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE CHAMPION OPENS THE SEASON BY WINNING THE PEORIA ROAD RACE.

PEORIA, Ill., May 13, 1887.

GORMULLY & JEFFERY MFG. Co., Chicago.

Dear Sirs:—The Peoria Bi. Club ten-mile road race was won yesterday afternoon by Bert Myers, on a 52 "Light Champion" in 40.27—fourteen hills in the course. The second man was John L. Seery, (our repairer,) on a full roadster champion. The third man straggled in on an 87—Light Roadster. The boys are all enthusiasm for your wheels, nowadays.

Yours Truly,

GEO. W. ROUSE & SON.

THE following good story is told by the Philadelphia *Times*, which has a strong point: "Apropos of bright wheels, an old friend—a good bicyclist—not long since took an adept lady tricyclist for a ride on his tandem. Not far out they saw in front of them a couple of bicyclers, to catch and pass whom naturally became a matter of duty. "Can you spurt?" he asked. "I can, but it will not be necessary," was the reply. "Why not?" "Why, don't you see? We shall wear them down easily—they have full nickeled machines!" And the result proved that she was right; they were new riders, easily caught."

CIRCUMSTANCES permitted us to give the new Overman safety a trial last Sunday. Though the machine did not have the brake, foot-rests and proper spring on, as the perfected machine will, we were much pleased with our trial trip. The machine is an easy and strong goer. The position of the handles on this machine are specially good, being brought well back. We managed to skip in to Trinity Church, from the Reservoir rendezvous, in the fair time of twenty-eight minutes, and we had lots left, and do not lay claims to being a scorcher.

At a recent 50-mile road race in England, there were eighty-three entries. With G. P. Mill's scratch, and the limit man having 100 minutes start. A curious fact is that there were forty-seven rear driving safeties, twenty-two ordinaries, and fourteen tricycles.

GORMULLY & JEFFERY have recently added a complete leather department to their factory. They are in the market to supply belts, tool-bags, pouches, etc., in quantities. In patented saddles they own the Solid comfort, the Lillibridge, the Wonder, the Duryea, all of which are well known and popular, besides their own new Cobblestone saddle. The Wonder and Duryea, they have recently purchased. They will also make the Long Distance, to supply the trade.

T. A. SMILY, the cycling instructor, with Geo. R. Bidwell of New York, gave personally about 700 lessons last year, and met with more success generally, than in one season since '75. His pupils included W. H. Gillette, and representatives of Mail and Express, New York Herald, Tribune, Commercial Advertiser, Scribner's, &c.

To cure dull times, apply an advertisement to the afflicted parts. People who advertise only once in three months forget that most folks cannot remember anything longer than seven days. Keep dropping your advertisements on the public and they will melt under it. Good advice is sometimes passed unheeded but there is one thing that should be remembered. The Boston *Sunday Budget* says: "Advertising pays best when properly done, and no one knows how so well as the H. P. Hubbard Co., New Haven, Conn. You can save big money by advertising with this Agency. They can save advertisers all the annoyance and bother also." Special designs of "Ads" and estimates promptly and cheerfully furnished.

PRINTER's ink is a great thing, and so thinks H. E. Ducker. He attributes to the liberal use of type and ink the fact that Mr. Thiet was run down so nicely. We endorse his belief that the man who advertises never gets left. "A word to the wise."

USE Stickertine, the handiest, best and the strongest cement known.

A REMARKABLE FEAT.

PRINCE WELLS has lately achieved a feat in New Orleans that will have to go down as "record." This wonderful unicycle rider conceived the idea that he could cover a distance of 10 miles on one wheel, without saddle, using only the handle-bar and pedals. When Wells announced the fact that he intended to accomplish this exploit, the man who had any faith that he could do it was hard to find. A few small bets at long odds were made that he would, and these happy few are now chuckling over the discomfiture of the men who put up the odds. We cannot do better than to quote from the *Times-Democrat* of New Orleans the particulars of the trial:

"Yesterday morning (16 May) at 6 o'clock there was a large assemblage of spectators and wheelmen at Lee Circle awaiting the arrival of the champion, who came at 6.15 in company with Mr. Wm. Hodgins,

The course was from Ames' Church, corner of Calliope street and St. Charles avenue, to Carrollton, Carrollton down to the Exposition and back to Carrollton again; down to Valence street, up again for half a mile, and then straight away to Felicity Road, which distance covers ten miles. This distance was measured before the start by Messrs. Richard Betts, W. W. Crane and George Guedry. At 6.24 o'clock Capt. E. C. Fenner and Mr. Ben Rea, timers, asked Wells if he was ready. He responded in the affirmative. Mr. Rea with stop watch in hand mounted his wheel and Capt. Fenner gave the word and the start was made. Messrs. Hodgins, Betts and Crane making pace, Wells, on his one wheel, followed, and then came a number of the boys, who accompanied him on the journey as witnesses to see that he rode over every foot of the ground. Along the avenue there are a number of difficult crossings, but they had but little effect upon the champion, who passed over them with more ease than did the others, who were mounted on two wheels.

His first stop was above Napoleon avenue, where he stopped a few seconds to get a drink of water. During the entire trip he made but four stops, and they were to get water.

The official time was as follows: First mile, time not taken; second mile, 14 minutes 57 seconds; here a rest of two minutes was taken; 2 1-2 miles, 17 minutes 30 seconds; 3 miles, 21 minutes 47 seconds; 4 miles, 31 minutes 55 seconds; 4 1-2 miles, 34 minutes 47 seconds; 5 miles, 38 minutes 20 seconds; rest of three minutes; 6 miles, 45 minutes 50 seconds; rest of two minutes and a half; 7 miles, 57 minutes 30 seconds; 8 miles, 1 hour 5 minutes 46 seconds; rest of two minutes; 9 miles, 1 hour 15 minutes 55 seconds; rest of two minutes and a half; 10 miles, 1 hour 24 minutes 58 1-4 seconds,

including all stops for rest. Actual riding time, 1 hour 14 minutes and 58 1-4 seconds. The stops are included in this score, and when Wells was handed a copy of the official time he was astonished. This time is considered a splendid record, it being the first in the history of cycling that any one has attempted to ride this distance.

Mr. Wells, it seems, hails from Louisville, Ky., is about 22 years of age, stands 5 feet 10 inches, and is described as "good looking." He is a wonderful unicycle rider, having ridden the one wheel down the steps of the City Hall in Louisville. This he considers the greatest feat of his life. His success in being able to cover the ten miles on one wheel in the time he did has added to his fame, and it will no doubt stand for some time as record.

The riders who accompanied Wells on the trip were Ben Rea, W. W. Crane, Richard Betts, George Guedry, William Hodgins, A. E. Oliveira, M. Angel, B. Randall, G. Johnson, A. Ruhlman and C. Bogel.

KIND WORDS.

THE BICYCLING WORLD has put on a tasty uniform, and looks well in the new dress. The three columns on a page have given place to two wider ones, and ornamental headings have been adopted. C. W. Reed has designed a new heading for the paper, and altogether an improvement has been effected. We wish our contemporary all manner of success, and we trust that the marked improvement in its appearance will be duplicated in its business department.—*Bulletin*.

THE BICYCLING WORLD has commenced its fifteenth volume with an entirely new head and make-up in a new home. The WORLD is the most enterprising, pushing, independent and fearless of cycling journals, and the most prosperous.—[*Herald*. The above is endorsed from start to finish, and we would add that its columns are now so broad that one can follow a line clear out into the street.—*Lynn Bee*.

THAT newsiest and liveliest of cycle papers, the BICYCLING WORLD, celebrates its advent into new and commodious quarters, with a pardonable howl of delight. The WORLD deserves its success.—*Springfield Republican*.

THE BOSTON BICYCLING WORLD comes out this week in a new and improved dress. This journal is one of the oldest cycling publications in America. In its new dress this paper shows up very well, and its reading matter is more interesting than usual. The editing of the journal still remains in the hands of Messrs. Dean and Fourdrinier.—*Philadelphia Item*.

Attention, Cyclists!

Tucker's Elastic Strap.



Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the Ankle and free from the Wheel, with nothing visible from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached.

For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers.

TUCKER & HUBBARD,
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For sale also by A. G. SPAULDING & BROS. at their Agencies.

Liberal Discount to the Trade.

Price, 25c. per pair (mailed).

Full directions with every pair.

I Can Fit any Bicycle with

Cow Horn Handle Bars,

Nickeled, with brake lever to match,

Price, \$4.50 Per Pair.

Try a bottle of the best enamel in the market.

Hancock's Liquid Enamel,

Only 50c. Per Bottle.

A fine brush given with every bottle.

S. J. FRANCIS, Fitchburg, Mass.

Correspondence from the trade solicited.

ADJUSTABLE

Spade Handles

TO FIT ANY MACHINE.

2.50 PER PAIR.

Dropped Forged Steel Spades furnished in the rough.

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Will you send for our FREE canvassing outfit TO-DAY? If NOT, WHY NOT? It costs you nothing to make a trial canvass. THE PENNY WEEKLY is an elegant 16-page paper, and is only 50 cents per year. Six months on trial, with premiums, 25 cents. Nine out of ten persons who have that amount in their pockets will subscribe. Each subscriber receives 52 weekly copies of the cheapest paper published in the world, a subscriber's CERTIFICATE OF INQUIRY, and a book of 52 Penny Weekly Inquiry Coupons. Send to-day. Address PENNY WEEKLY, CHICAGO, ILL.

Second-Hand Bicycles, Tricycles, and Tandems.

No.	SIZE.	NAME.	COST.	PRICE.	No.	SIZE.	NAME.	COST.	PRICE.
2	54	Standard Columbia,	\$95 00	\$62 50	75	48	Columbia Expert,	130 00	80 00
3	52	"	92 50	55 00	76	52	"	137 50	95 00
7	55	Columbia Light Roadster,	150 00	110 00	78	54	"	130 00	110 00
9	35	Invincible Safety,	135 00	80 00	80	44	"Facile,"	130 00	70 00
10	36	Kangaroo Safety,	130 00	75 00	81	52	Premier,	105 00	65 00
13	50	American Rudge,	107 50	75 00	83	55	Royal Mail,	137 50	105 00
19	50	Standard Columbia,	90 00	55 00	1002	52	Expert Columbia,	137 50	100 00
21	46	"	80 00	42 50	86	54	American Rudge,	115 00	75 00
22	44	"	77 50	35 00	87	55	Spalding Racer,	140 00	60 00
25	52	"	105 00	65 00	90	52	Royal Mail,	137 00	85 00
27	55	Rudge Light Roadster,	156 50	95 00	91	50	English,	100 00	40 00
29	52	Expert Columbia,	137 50	100 00	92	54	"	100 00	40 00
33	50	Club Light Roadster,	142 50	100 00	93		"Otto Tricycle,"	85 00	35 00
37	56	Columbia Expert,	142 50	100 00	94	36	"	30 00	10 00
42	58	Expert Columbia,	145 00	90 00	95	55	Spalding Semi Racer,	140 00	60 00
47	54	"	127 50	90 00	96	55	"Racer,	140 00	55 00
48	54	Rudge Light Roadster,	140 00	100 00	97		Humber Tandem,	265 00	185 00
51	52	American Rudge,	112 50	80 00	98		Sparkbrook Humber T'd'm	265 00	200 00
52	50	Club Light Roadster,	142 50	90 00	99		Col. two-track Tricycle,	160 00	110 00
54	56	Expert Columbia,	140 00	105 00	100	51	Special Star,	170 00	125 00
55	52	American Club,	140 00	70 00	101	56	Columbia Expert,	140 00	105 00
57	56	"	150 00	75 00	102	52	American Challenge,	75 00	55 00
58	54	Expert Columbia,	135 00	80 00	103	55	English,	150 00	50 00
59	52	Standard "	92 50	50 00	106	50	Special Columbia,	120 00	60 00
60	42	"	95 00	60 00	107	52	Premier,	115 00	55 00
61	56	"	110 00	60 00	108	48	Expert Columbia,	135 00	100 00
67		Humber Tandem Tricycle,	260 00	180 00	109	54	American Club,	170 00	95 00
68		Columbia Tricycle,	160 00	70 00	110	45	Pony Star,	80 00	50 00
71	54	Columbia Expert,	127 50	80 00	111	50	Columbia Standard,	90 00	50 00
74	52	Rudge Light Roadster,	137 50	100 00					

IMPORTANT.

When ordering give number and quote description and price; also state second choice in case the first should be sold on receipt of your order.

Any of the above machines will be sent to any address provided \$5 accompanies the order as a guarantee of good faith, the balance to be paid on arrival; with privilege of examination.

Should you not find what you want on the above list, write, stating just what you require and *about* the price; we have wheels coming in continually, and no doubt can fix you out.

We make a specialty of *exchanging wheels*, and are general agents for *all* makes, which we furnish new at catalogue prices.

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Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bettinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—F. J. Pool, 3 Broad street, New York City.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oscaloosa.

Wyoming Territory.—C. P. Wassung, West Springs.

Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and *enclosing a stamped addressed envelope* for reply.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Jolliffe, A. C., P. O. Box 13, Omaha, Neb.

Lyman, Anson M., Searle avenue, Brookline, Mass.

Miller, H. C., South Omaha Nat. Bank, So. Omaha, Neb.

APPOINTMENT.—Consul for Catasauqua, Pa., W. H. Mealy.

FOR SALE OR EXCHANGE.

FOR SALE.—Great Bargain.—A New 1887, 42-inch Special Pony Star, balls to front wheel, large nickel lantern, Z. and S. Bdl. Carrier, foot rest and Star step. Has not been run 25 miles. \$100 will buy it; that is \$25.50 less than manufacturing price. Address Box 73, Ancram, N. Y.

FOR SALE.—My 53-inch Columbia Light Roadster, '87 pattern, nearly new; enamel finish; ball pedals; Kirk saddle. F. ALCOTT PRATT, 3 Somerset St., Boston.

FOR SALE.—One 58-inch Royal Mail, nickelled, '85 pattern, in excellent condition, ball pedals, Lillibridge saddle, etc. Address, CHAS. F. JONES, P. O. Box 285, Newton, Mass.

FOR SALE.—New Humber 56-inch racer, twenty-two pounds. will accept first reasonable offer. Address, H. M. P., 218 Bay street, Jersey City, N. J.

FOR SALE.—52 in. Victor, balls all round. In excellent condition. With or without cyclometer. Address D. W. N., No. 30 Summer St., Boston.

I HAVE A 52-INCH EXPERT Columbia which I would like to exchange for a good Gold Watch, of some Standard make. Machine is in good condition and is worth about \$75. Address C. H. DELAND, Thompsonville, Conn.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE.—One 50-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$50. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, O.

BICYCLES AND TRICYCLES, new and second hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.



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For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

FOR SALE.—56-inch Victor, '86 pattern, in first-class order. Also O. W. Co. hub lantern. Address, box 1593, Fitchburg, Mass.

WELL DONE, QUADRANT!


Weatheroak Hill, Birmingham CONQUERED ON AN ORDINARY Roadster Quadrant Tricycle, GEARED TO FIFTY-FOUR INCHES.

"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before."—THE CYCLIST, MARCH 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses, he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Allard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber."—WHEELING, MARCH 9, 1887.

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times."—EXTRACT FROM MR. BIRD'S LETTER TO THE QUADRANT TRICYCLE CO.

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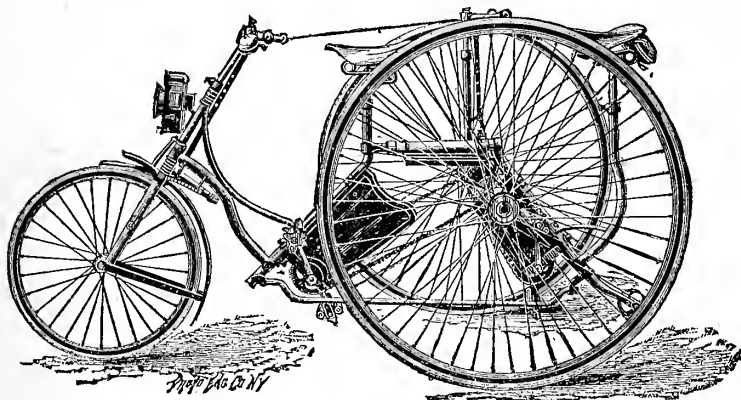
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From T. J. KIRKPATRICK, Esq., Vice President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

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(Signed) T. J. KIRKPATRICK.

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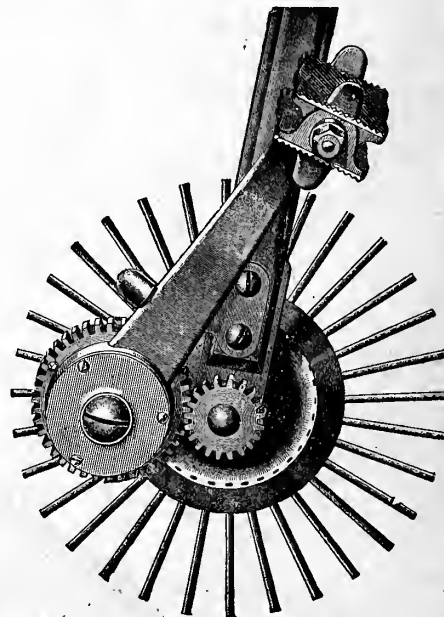
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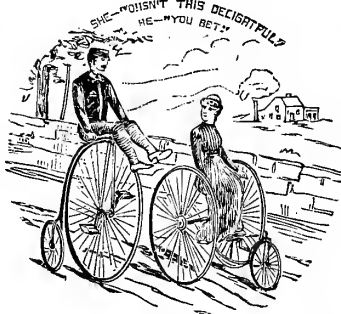
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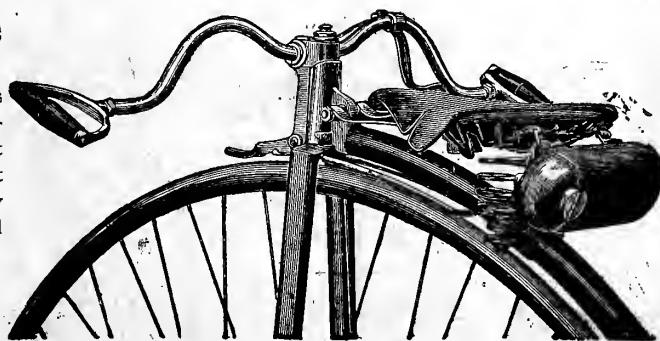
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The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus: It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

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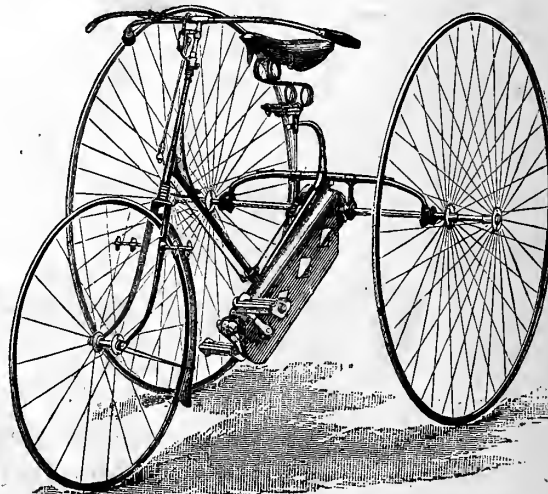
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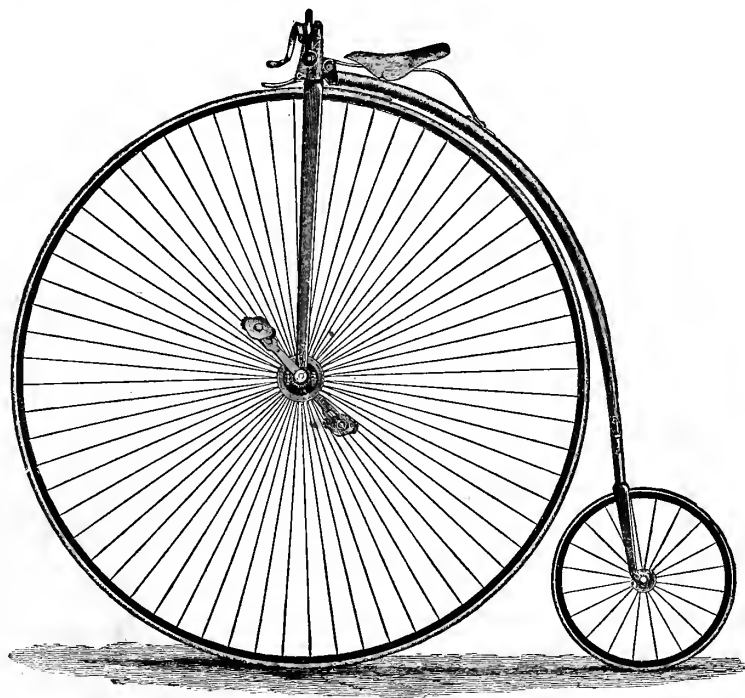
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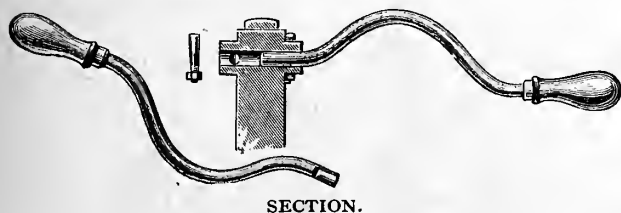


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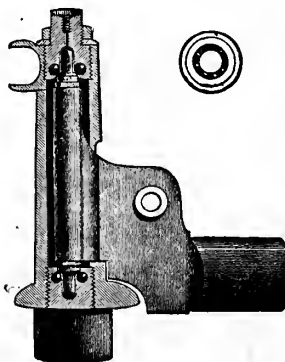
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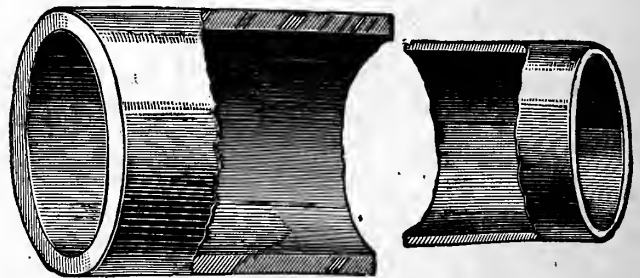
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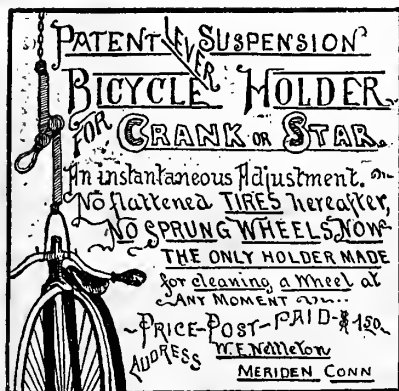
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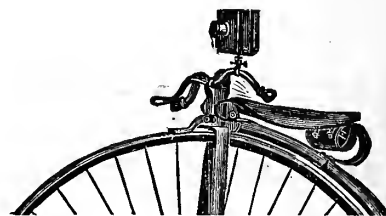
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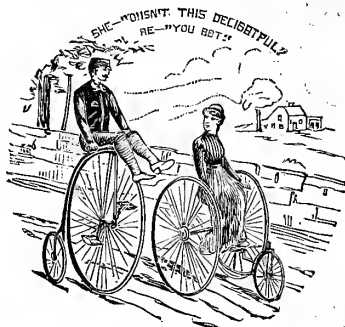
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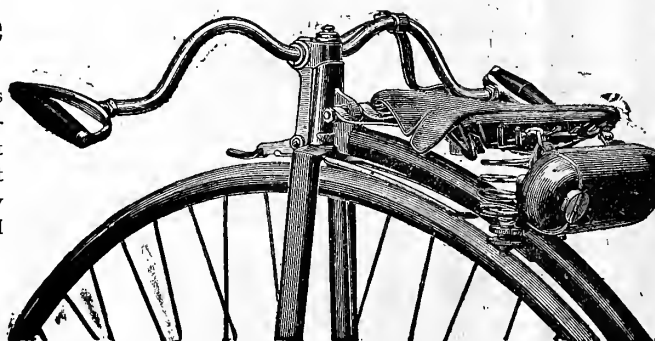
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— BY —

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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 3 JUNE, 1887.

THE season opens, so far as racing goes, with quite a number of road events. Closely following on the heels of the Clarksville race, comes the New York and New Jersey next in importance. We regret that our correspondent in Chicago, has not given us the result of the Pullman road race, up to the time of our going to press.

CERTAINLY the interest in path racing still holds a good grip on the popular fancy, if we judge by the crowd we saw at Lynn on Decoration Day. One cause of the goodly number of spectators, was, no doubt, due to the fact that the price of admission, and to the grand stand, had been brought down to a minimum sum. We think the practical pointer, and the satisfactory result in the case of the first Lynn meeting of '87, should be a sufficient hint for managers all over the country.

UP to within a short time the bicycle thief was almost an unknown affliction in this country, but lately he seems to have budded and blossomed out in a most unpleasantly vigorous fashion. Within the past four weeks we had to record as many thefts of this kind. Riders will do well to make it as difficult as possible for the youth who covets his neighbor's cycle, to get away with same. Locks are not a sure prevention, but their use places an obstacle in the way of a thief, that oft-times will baffle his unlawful designs.

THE third and final race between Woodside and Howell, resulted in the third defeat of the American professional. Howell has proved his claim, so far, to the championship of the world, and we should feel that it would be idle to dispute same, unless we had such a man as W. A. Rowe in the American professional ranks. That Rowe is far and away a better man than Mr. Woodside, we think all will concur, whether he is better than Howell, we wish we could see proven in a series of races for several distances.

OUR Newark correspondent, in speaking of H. J. Hall, Jr.'s, time for the 25-miles, 1.33.53, as being record is not quite correct. Last July 20, Mr. E. F. Perry of the Massachusetts Bicycle Club, is credited with doing the distance in 1.32. This was over the

McCurdy course, in Waltham and the Newtons. We are not aware that this record was ever accepted by the A. C. U., though it is an undoubted fact, that Mr. Perry accomplished the feat. The road picked out for the trial, has a surface not to be surpassed in the country, and is entirely free from bad hills. We are not personally acquainted with the Irvington course, but we judge it is not as good as the "McCurdy course."

MANY times lately have we been asked "what has become of the A. C. U.?", and so many times have we been unable to give any definite answer. We presume the organization is alive, but we do not think that it is in a very active condition. We expected to see its properly appointed officials in charge of the late road races, but they were conspicuous by their absence. Certain prominent individuals belonging to the A. C. U. have been present, but the fact that these races were not run under any rules, shows that the A. C. U. must be losing its grip.

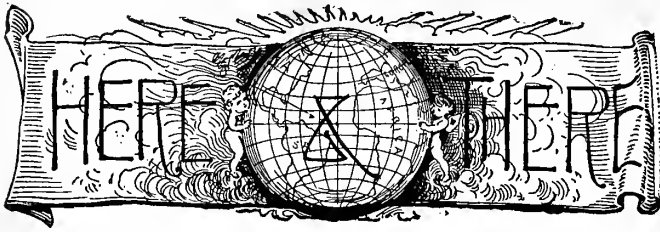
MR. CHARLES RICHARDS DODGE writes us a very earnest letter from England, urging and asking our influence to bring about some concerted action by cyclists, in this country, looking towards the improvement, and proper maintenance of the highways. This gentleman's trip to Europe, seems to have brought very forcibly to his notice, that American roads are far and away behind those of our own land. Mr. Dodge's words encourage us to continue the crusade on behalf of Good Roads. It is an old war cry with the WORLD, and it is our intention to continue exhorting our readers to adopt some concerted method to secure better roads. Time and time again have we asked the League to throw its whole power and influence into the great question. What benefit is the discussion of that stupid amateur muddle, as compared with the possible accomplishment of much good in the direction of improved highways? It seems almost a forlorn hope, but the WORLD will never cease to reiterate its entreaty to the League, to abandon all minor questions, and turn its whole force toward the accomplishment of something, be it ever so little, which will tend to give us some such highways as England possesses, and which, as Mr. Dodge puts it, have been a "revelation to him. No better object could be aimed at by the League, than the obtaining of good roads. Our rights to use highways have been established beyond a question, so now let us turn our attention to securing a better condition of things so far as these highways are concerned.

SPECIAL OFFER.

THE transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such, should be encouraged as tending to the permanent good of cycling in more ways than can be referred to here, the BICYCLING WORLD Co. will send to each new subscriber whose subscription reaches Boston at any hour between midnight of the next eight Saturdays, and midnight of the following Monday, a copy of the "MY CYCLING LOG BOOK," free.

The duration of this offer will depend upon how long the copies of the "MY CYCLING LOG BOOK," which we have laid aside for this purpose last. We will, however, give due notice of withdrawal.

Those whose names reach Boston at other hours than those designated can obtain a copy post free by sending us seventy-five cents, and new subscribers will be furnished with a copy of the "MY CYCLING LOG BOOK," and the BICYCLING WORLD for one year, for one dollar and seventy-five cents in advance. To non-subscribers the price of the Log Book is one dollar and a quarter. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised.



NOTES FROM "PEDALS."

LONDON W. has my sincerest commiseration in his enforced idleness; but all things (even cycles) come to he who but waits—long enough. In regard to tights for cyclists use, it seems, to me at least, that London W. is just a wee bit over sensitive. Granting willingly the fact that our personal (may I say mutual?) appearance is not the best in the world to set off the beauties of trunk hose, yet perhaps if my esteemed friend realized the extreme comfort of the much despised tights for warm weather riding he might also become addicted to their use.

WHILE on this subject of tights we cannot help but wonder if the true cause of much of the opposition to them for use on the wheel lies in the fact that in the past these articles of apparel have been seen only across the glare of the foot-lights at such spectacular entertainments as wheelmen never visit. For general and promiscuous use we condemn them as unsuitable and unnecessary, but for use when the mercury is up among the nineties they will always be a luxury. That wheelmen realize this fact, London W. will notice by the ever increasing number who wear them.

THE Victoria six-in-hand is bound to create much curiosity this season wherever it appears. From over seas strange stories reach us of wonderful feats of speed and hill-work done on this strange wheel, and what with six, eight, ten or twelve-in-hands, and the combination of tricycle and gatling-gun, lately introduced in England, a new era seems opening in the cycling world, and perhaps a semi-revolution in the art of war as regards movements of troops and light artillery. At any rate, these new advancements are being carefully watched by military authorities and cyclists the world over.

WOULD it not be a good test to have the Victoria with a picked crew follow the men in the E. R. C. race June 11th? Besides testing the machine, a supply of medical, surgical and bibular (?) conveniences for the riders might be carried, and in case of accident would prove a God-send.

SPEAKING of the E. R. C. race reminds me that the type of machine which I have the honor to advocate together with London W. will probably not be represented—namely, the rear-driving safety. It is just possible that Crocker's header at Clarksville cost him the race. Had he been on a rear-driver he would have at least escaped the accident. The papers talk of Whittaker's daring down hill riding—on a rear-driver any of the field might easily pass him in perfect safety. I have coasted both Milton and Codman hills on the blackest of nights, without use of brake, and as fast as a good start would send me, and I live to tell of it. Who hankers to do it on an ordinary?

NEW YORK.

"THE RAVEN."

THE Citizens did not enter their team in the inter-club contests, because it was rumored that Philip Fontaine, who, as a matter of course, would be the leader of it, would be protested on the ground of his being an "importation," though the charge would have been actually without fact, though technically true. Mr. Fontaine is one of the founders of the Citizens' Club, and has always been a member of it, though, till within the past few months, temporarily a resident of Philadelphia. To give you some idea of Fontaine's ability as a rider, I would note a performance of his on Sunday last. A party of Citizens had ridden to Tarrytown, and were dining at the Franklin House there, when a discussion arose with the proprietor as to how fast the 26 miles to New York could be covered, and resulted in a wager of wine and dinners for the party that "Fonty" could do it in two hours, which he did. The distance involved in no wise gives an adequate idea of the task performed. There is not a mile of continuous level in the entire trip, and a mile and a half of it was up Brick Church Hill, which was in so unrideable a condition that it had to be walked. This time over the course is record.

THE New York-Ixion alliance seems now to be an assured fact. Differences existing at time of my last letter have all been smoothed over.

"THE WHISTLING BUOY" is announced as the leading attraction in Lippincott. If this whistling boy be of the variety that rides a bicycle and is equipped with a caliope whistle, I think it will prove more of a nuisance than an attraction.

MR. W. C. HERRING, now in Europe, writes me that a Frenchman has patented a bicycle which can be built at a cost of about \$11, and yet be made with excellent finish and of first-class material. This may be so, but just wait till the agents fix the price for the riders, and I am willing to bet that they will be just as high as all the other wheels in the market are.

HERE's a cycling fashion note I would like to bring to the notice of "Daisie." A daily paper says that "all is bustle and activity in the Ladies' Cycling Club just now." This is very gratifying news. I knew that the bustle had grown into enormous proportions, but I did not think it comprised "all" of a riding costume; but even a bustle is a little more modest than that worn by the lady pictured in the meet programme.

SINCE the "Owl" has set the fashion here, by appearing every afternoon upon the Riverside Drive on a rear driving safety, there has been quite a favorable opinion created toward the wheel. While at first appearance it does seem a little bit diminutive, yet, when one has grown used to this, and enjoys the ease and safety that the wheel undoubtedly offers, it comes nearer to the ideal safety than anything yet put upon the market.

MRS. LANGTRY has chosen a site upon the Riverside Drive, and will shortly begin the erection of a magnificent residence there. As soon as I learned of this, I went to interview the lady as to whether she had not been induced to choose the location from the fact that before her door, all day and evening, would pass hundreds of cyclists, just as if she was in Old England. The Lily only smiled enigmatically, and declined to answer, but I think the wheelmen had something to do with her selection.

HARRY COREY: "Hello, Central! give me the *Post Dispatch*, St. Louis, quick. Is that you, *Post Dispatch*? It is, eh? Well, what the—hel—lo! hello!—Central, please shut that kisser of yours, and let me get through with this message, will you? What the deuce did you mean by publishing the picture of our Mr. Corey, and labeling it H. S. Casey? Printer's error, eh? Well, don't ever let such an error happen again; there's just been—hel—lo! hello! No, Central, I am not through yet—a terrible time here in Boston about it. While I have you on the string, or I should say, wire, can you tell me why, in your account of the L. A. W. parade, you have Mr. A. K. Stewart billed as "Peacemaker" of the affair! Is that a new office, created to meet the influx of "toughs" into cycling? Another printer's error, eh? Should have been pacemaker. Oh! I see. Well, so long!"

SYRACUSE NOTES.

"SALINA."

USUALLY, it's a wise thing to keep still when you have nothing of interest to say. We don't want the readers of the WORLD to forget that there are a few wheelmen in Syracuse, who refuse to keep still, and although, during the past two weeks, they haven't been tearing up the roads very much, by way of remembrance and from force of habit, it is necessary to send a line or two, even if nothing but generalities appear. Absence of rain for a month has caused the roads to disappear under a full grown sized coat of dust and riding has been exceedingly unpleasant. Several trips by members have been made, however, and the weekly club runs kept up. "The earnest prayer of righteous availeth much," and farmers having their corn, some of it, at least, in view, and wheelmen thinking only of the roads, have sent up their prayers for rain. Whoever handles the sprinkling pot up in the clouds, got it out of its dusty hiding place this P. M., and got in his work on Onondaga County "to the Queen's taste."

No one from Syracuse attended the League meet this year. Sorry, but we didn't have the piastres.

Boys of the club, will next week present themselves in uniform at the club rooms, and attend one of the city theatres. These parties have always proved decidedly enjoyable, no matter how bad the show.

THREE long-distance wheelmen passed through the city on Tuesday morning. They were G. W. Nellis, Jr., of Herkimer, N. Y., who is riding from New York to San Francisco, and W. T. Fleming and J. E. Gould, both of the Philadelphia club, who have started on a trip to Omaha and return.

"Dor picycle haf no ride und der sidewalk, my poy. Mid der mules yoo pelong in der road. Ov you doan't coom ov dem wheels, I give you a free ride on der patrol wagon fur noothings, Dem's my instrooksiions." Sidewalk-riding is against the city ordinance, but the boys say they have ridden against things that have harmed them much more than any ordinance ever passed by a Syracuse Common Council.

NEW YORK State League members have received copies of a printed circular, asking them to write His Excellency Gov. Hill to be merciful and not veto the bicycle road rights bill, now passed both houses and in his hands. It is said influential parties interested in the exclusion of wheelmen from Central Park, are trying to ride Hill in an endeavor to have him veto. If he does, the wheelmen in this state will climb him or bust when he runs for office again.

THE ordinary club bugle is a wonderfully melodious instrument, especially if in the hands of a large-chested amateur. The inhabitants of the adjoining block where our club rooms are located, say if they can find the man with the awful nerve, who plays (?) on that bugle from morn to night, snatches of calls, either wrong or right, they will surely blow him out of sight, and in his family Bible inscribe—underneath the entry of his birth—the date, place, and how he died.

ST. LOUIS.

"PHENIX."

THINGS have been all torn up since the meet. There is such a thing as too much fun, and a glance at the wheelmen, one meets, will prove this. They do not seem to know themselves, after the cyclone of fun, and M. B. C. men sit about the club house, afternoon and evening,

talking in a dazed way of the various events.

LOCAL news is not over-plentiful. We are resting. Weather today is perfect. The meet committee winds up its work to-morrow night.

At home, we consider that the meet was a success, and our boys are anxiously awaiting to-days WORLD, (the only paper we are sure to receive on Sunday) to read the opinion of our Eastern friends.

It seems that the plan, to make the banquet free, was a very good one. The schemelet was kept studiously quiet until the last moment, and by this means the presence of those who really appreciate such things from other than a gastronomic view, was obtained. It was a great surprise, even Burley Ayers, who sat in the committee room signing railway certificates, reached for his purse when an admission ticket was handed him. He told, with great glee, the next day, how some of his Chicago friends, who were so unfortunate as to miss the spread by reason of the supposed expense, kicked one another around the block when they awoke next morning and were told the true story.

THE brewery was a favorite resort, over a hundred went down during the meet, in a body, and all came away greatly refreshed and bearing a pretty souvenir of the visit. President Busch, in fact, closed his important business affairs for the occasion and sent his office force to show the institution to the visitors. On Tuesday a great many wheelmen still remained in the city and a number visited the Brewery, Charlie Howard and Ned Oliver among them.

The above named couple, by the way, did nobly. Howard still looks pale on account of recent illness, but his quiet, pleasant demeanor and the effervescent good humor of Oliver made them two of the best liked fellows in the crowd. With many others, they slept but three hours a night for six nights.

I LIKE Harry Corey's style of hill-climbing. On the day of the road race he summoned two or three friends, and quietly proceeding to Crank Hill, in Clarksville, commenced the climb by wabbling easily, or what we call "sculling up." Through an error he failed the first time, but on the second attempt rode easily into the gutter at the top and then coasted down at a good speed.

PERCY STONE has lost nineteen pounds on account of his illness. He is very much disappointed that he was unable to enter the road race but will do no more road work for some time. Some people, seem to think, and positively assert that Clarksville has had its last road race. Be this as it may, not a single fall was taken on account of the hills, which seem to be the only objection. As for those who simply rode over the Belt road for pleasure, they said that for a combination of beautiful roads, great coasts, and lovely scenery, they had never seen its equal.

HAL GREENWOOD's charge that Percy Stone did not ride all the hills, in last year's Clarksville race, meets with a storm of denial and indignation, from Percy and his friends. Mr. Stone flatly denies the statement of Greenwood.

WASHINGTON.

"T. HANDLES."

those who did come were treated as well as it was possible.

SIGN boards containing directions to the League head-quarters, (1023 12th St.: the Washington Cycle Club house,) were posted in the depots, a reception committee met every incomer who stated the hour of his arrival, the club house was tastefully and appropriately decorated, the members wore their new League uniforms—only just received, and everything bore an air of expectancy, only to be seen about this time on the face of race-meet promoters.

THE programme prepared for the entertainment of visitors, included a reception on Monday evening; run to Soldiers' Home, Tuesday; parade, paper chase, and banquet, Thursday; trip to Mount Vernon and torchlight parade, Friday; run to Cabin John's Bridge, Sunday; and run to the National Cemetery at Arlington, on this, Memorial day, all of which and more was faithfully carried out, excepting the run on Tuesday, on which the rain threw a decided wet blanket.

EARLY in the week they began to come. There were the Williamsport (Pa.) Wheel Club, six strong; Conolly and Van Zandt, of the Genesee Club, Rochester, N. Y.; Hayden from far-off Michigan; three from Masellon, Ohio; four Hagerstown Bi. Club men; three from Trenton, N. J.; five Ramblers of Baltimore; Ross, Freeman, and Russell, just back from the Southern League Tour, and others. By the way, Freeman rode back here from Staunton on the tow-path via Great Falls at easy stages, but Russell, the "black crook" of the Tour, made 109 miles in a day, down the valley, through Hagerstown, and on to Boonsboro'. Put that in your pipe, ye Blossbury men, and lay aside your club mileage badge for E. L.

THERE were only some thirty odd in the parade, which necessarily proved to be a comparatively tame affair; but then, the boys had counted on many more visitors. The paper chase was a success. Practical experiment demonstrates the fact that "Hare and Hounds" on wheels is not what your correspondent recently made it on paper, but nevertheless a good time was had. There were four hares, of which two only were caught, and the others baffled pursuit.

THE banquet, Thursday evening, was immense. The Division prepared only slight refreshments and called it simply a "spread." But I refer to the rollicking mirth, the songs, the Home Trainer records, and the billiards and pool.

FOR torchlight parades, give me Washington, every time, but give me cloudless skies. We have never had one yet but it rained, and this time proved no exception. Nearly seventy-five started, a glittering array of variously colored chinese lanterns. Ten blocks out it sprinkled, twelve it rained, fourteen it poured, and lanterns went out and became detached by the dozen, but a little further on, it let up a trifle, and the shattered ranks resumed a brighter appearance. Babcock, of the home club, met with an unfortunate accident, in being run into by a cab, (for which, I hope he will "put him through,") but otherwise, we did pretty well, considering the wetness. A large number attended each of the runs Sunday and Monday, and enjoyed them hugely.

A NUMBER of Pennsylvania Bi. Club members started from Philadelphia by train on Saturday for Elizabeth, where

NEW JERSEY NOTES.

"RATCHET."

they were met at the depot by members of the Elizabeth Wheelmen and by them escorted to their new club house and served with refreshments. They were afterward taken in charge by members of the New Jersey Wheelmen and led at a rattling pace to Oraton Hall, Newark. They put up in town over night and Sunday morning took a run to Morristown for dinner. To-day they visited the course to witness the road-race and will go home by train to-night. The party, under charge of Capt. C. A. Roberts, included C. T. Harvey, G. D. Getz, F. W. Grugan, F. F. Grugan, J. A. Fuller, G. T. Laing, F. Deitweiler, B. B. Craycroft, H. L. Hall, T. A. Bradley, G. T. Heiley, A. Kohler, F. W. Kohler, F. H. Lippincott, C. D. Taylor, F. A. Lewis, W. A. Richwine, W. D. Supplee, Dr. J. W. Thatcher, J. B. Young, S. W. Merrihew, J. P. Simmonds, F. M. Johnson, C. E. Gohl, E. A. Richardson. These were joined on Sunday morning by J. H. Lehman, John A. Wells, H. E. Whittaker, H. H. Keene and D. A. Longacre. The party left a fine impression behind them, being as sociable and gentlemanly a crowd as one would wish to run across.

CHARLEY FRAZIER has had a good deal of unjust condemnation

hurled at his head for failing to "stay" in the Clarkesville race, while the fact of the matter was he was not fit to ride nor will he for sometime. If some of the "thick heads" who condemn without first ascertaining facts were compelled to change places and conditions with those whom they condemn, their minds would perhaps be changed.

THE Elizabeth Wheelmen have more lady members than any other club in the country.

ABOUT a dozen members of the Hudson County Wheelmen took a run to Fort Wadsworth, Staten Island, a few days ago.

SEVERAL members of the H. C. W. started for a run to Philadelphia on Saturday. They were entertained by the Elizabeth Wheelmen when they struck that town and a number of the E. W.'s boys afterward started them toward Rahway.

CHARLEY STEUKEN has raced long enough to know better than to allow an antagonist to use him for a pace maker for twenty-five miles, but evidently thought he had enough reserve force to beat Hall in on the finish. However he will know better next time.

ACCORDING to the *Clipper Annual* the last amateur road record is 1 hour 34 minutes by McCurdy, Nov. 16, 1885, at Newton Center, Mass. I can find nothing later than that nor faster and consequently the time made yesterday must establish a new amateur 25 mile road record of 1.33.53 and Steukens trim is also inside the record.

What is the matter with our Jersey clubs? Have none of them the push to run a tournament? It looks that way. We have the people who will patronize a race meet if they have an opportunity. Let each of the three Newark clubs appoint a committee of three members and arrange a joint tournament for the latter part of June on the Roseville track. Have not less than ten races with a three-mile and five-mile professional and a boys' race included; put the admission at twenty cents with an extra charge of ten cents for a grand stand seat, and it will be found a paying investment.

RECORD OF THE WEEK.

MR. CHARLES RICHARDS DODGE writing us from England, after having said some kind things in regard to the new appearance of the *WORLD* says: "I am glad you are saying a word for road improvement. The last piece of work I did in America, was to write an article on this theme, which, I suppose, has appeared in the *May Outing*, as it was desired for that number. I am sure, with organized effort, we can, in time, secure a better system of highways in America, and I hope you will help the good work along, in the columns of the *BICYCLING WORLD*, as frequently, and pointedly, as the opportunity offers. If American wheelmen, generally, knew more what an English highway was like, I think they would feel more interest in the subject of road improvement, at home. I admit English roads were a revelation to me."

ROYAL purple is the color adopted by the League.

THE local papers of Minneapolis are grumbling because the committee in charge of building the racing track do not "report progress."

THE *BICYCLING WORLD* has appeared in a new dress, and has a new and unique heading. The change is an evidence of prosperity. —*Kansas City Journal*.

CRAWFORDSVILLE, Indiana, is to be the scene of the next great road race, on the 25th June. Most of the scorchers have gone there to commence training.

IMMEDIATELY after the race a good deal of feeling was expressed against Neilson for winning!!! We think this is bosh. What law is there in existence to prevent a man from winning if he can?

MR. VAN SICKLEN of Chicago, has undoubtedly "sand." Two weeks before the Pullman race he was flat on his back, and yet he was placed as the only scratch man. Van is a thoroughbred.

LORD BURY is said to ride a Rover bicycle, but if he *rides* it in the same form as his *drawing* shows, in the Badminton library book, we should judge the noble Lord to be lop-sided.

GREAT SCOTT! We have heard of "paper" boats and "paper" wheels, but "Cotton" boats, never, until our worthy Secretary-Editor tells us that he glided down the Mississippi on one of these wondrous "fabrications."

THE generally expressed opinion of the managers of the teams, and the riders themselves, seems to be that a hundred-mile race over such a hilly route as the Clarkesville, is too much of a strain on a man. Fifty miles, they say, is "long enough."

THE *Globe* kindly compliments our correspondent on the excellence of his report of the last meet. Some bits were omitted from last issue, for want of room, and as they are of the readable kind, we serve them up to our patrons in this issue.

POOR Fred Jenkins is suffering under the dual affliction of a return of his old eye complaint, and a damaged knee. We are very sorry to hear of this, and we know our readers who count Mr. Jenkins among their friends, will sympathize also.

THE Hon. Keith Falconer, one of the best known English cyclists, recently died in Arabia. He died of heart disease, and at the time of his death was prosecuting his studies of Arabic, and also doing some missionary work among the natives.

LOOK out for a 52-inch Victor Light Roadster, '87 pattern, No. 5058, handle-bar slightly bent. This machine was stolen from Geo. W. Brett, at Lynn track, on Decoration Day. See advt. Catch the thief!!

THE Executive Committee of the League propose to take the bull by the horns in the question of the ways and means of publishing the *Bulletin*. Messrs. Kirkpatrick, Hayes and Bidwell, are all practical business men, and their handling of the vital question will be accordingly.

MAYOR HEWITT of New York, has gotten himself disliked by the Gotham wheelman, by his persistent opposition to the liberty bill. He is urging Governor Hill not to sign the bill. It is hoped wheelmen will remember Hewitt's opposition, and if opportunity offers, use their suffrage accordingly.

NEW YORK State still leads in League membership, having 1773. Pennsylvania next, with 1397, then Massachusetts with 1117. At the annual meet in '85, the League's total membership was 5176, in 1886 it was 8463, so that the present total membership is 1000 larger than ever before at this time of the year.

THE machine that Howell rode to victory, in his matches, is the same one that he won all the '86 championships on, eight in number. In '85, he also rode it in sixteen races, winning fourteen of them. The *Cyclist* seems to think that this is a record held by no other single machine.

THERE is not the least doubt that a very bad impression was made on the wheelmen who went from St. Louis to Clarksville, at the poor accommodations they got on the boat. Poor fare, and no place to sleep, was the complaint. Some one is to blame. The management of the boat, whoever had that in hand, seems to be responsible.

KENNEDY-CHILD says that Gen. Sheridan is thoroughly examining the question of the wheel as an adjunct of military equipment. To provoke a discussion on this subject Kennedy was induced by the distinguished military officer, to write a paper for an army publication two months ago on the adaptability of the wheel for war purposes.

THE prospective tears of the South Sea Islander, and the wonderment at the fall of mighty London, will not be more bitter than will be the grief and amazement of the cyclists who, during the coming season, stand on the grass-grown surface of what used to be the most perfect cycle track in the whole wide world. Is it necessary for us to say we allude to the track at Hampden Park, Springfield?

KARL KRON says there are three things he hopes for. First that he may make some money out of his book, second that he may keep his family name and private life out of the newspapers, and third that he may always live "on the square." The index to his book contains 76 pages, and 22,806 references. The number of hours spent on the 908 pages, exceeds by far the number of study hours in his four years' college course!

WE have been holding our breath with suspense and excitement during the mortal combat between the O'Faed and the Octopus, to see how these two gladiators would come out in the wordy war, the vice of card playing in Ireland. Up to the present time we cannot state who is ahead. The O'Faed says the vice is rampant, the Octopus says it isn't. The O'Faed retorts, you are another, and the Octopus says prove it, and so it goes. The O'Brien reception in Canada, is peace itself, as compared with this great war.

JACK PRINCE was asked why he did not start in the great race; he replied: "They told me the road was wavy-like, but I didn't know the waves were so blarsted high. It's as much as a man's life is worth to take those hills, brakes-off, as some of the fellows do. I only got here a few days ago, and in that time I have had no time to develop into a fancy rider."

SINGER CYCLES.

1887 APPOLO.



Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.

THE OTTO PATENT Corrugated WIRED TIRE

Is used on all our

1887 APOLLLOS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.

See what the *Bicycling World*
says of it:

1887 CHALLENGE.



No Finer Wheel was ever made for the Money. \$105 includes Spade Handles, Balls to Both Wheels, Enamel and Nickel Finish, and Detachable Bars. Otto Tire.

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus— It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

APOLLO SAFETY.



Staunch, Safe, Reliable.
Easy to Ride.

A Superb Hill Climber.
Otto Tire.

A FINE LOT

—OF—

SECOND HANDS

—AT—

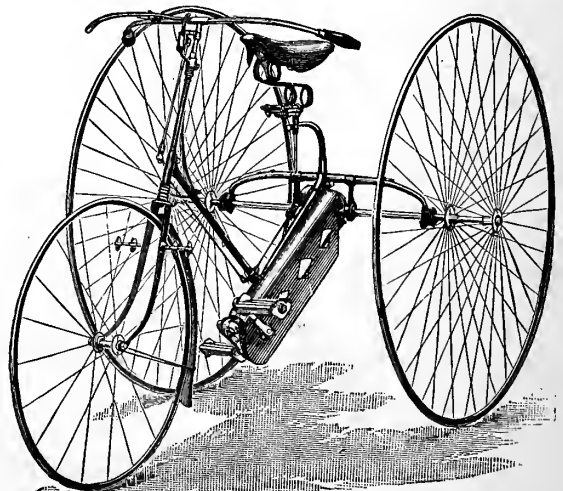
VERY LOW
PRICES,

Bicycles,
Tricycles,

—AND—

Safeties.

S. S. S. NO. 2.



For Ladies and Light Weight Gents. Light and well made
Four Bearing Axles. Otto Tire.

W. B. EVERETT & CO., Sole U. S. Agents, 6 and 8 Berkeley Street, Boston.

 **We are Well Satisfied** 

**That our Bearing is the Easiest Running on the market
by all odds.**

That well known St. Louis wheelman, Harry Gordon, remarked the other day, "That he took a run with a couple of friends, who were mounted on new '87 Light Roadsters, and, coming to a hill, the

LIGHT CHAMPION'S SUPERIOR COASTING QUALITIES

were at once apparent, as he ran right away from his friends. But they were not satisfied, and insisted on trying it again with the same result.

IT IS ONE THING TO TALK, and quite another thing to TALK FACTS, "DON'T YOU KNOW."

The latter two have a pretty effectual way of talking for themselves.

By the way, if you want a Catalogue, let us know, and we will mail you one.

We are also mailing OUR SPECIAL CATALOGUE OF TESTIMONIAL, parts, sundries, etc., on receipt of one cent stamps.

Gormully & Jefferey Mfg. Co.

CHICAGO, - - ILL.

 **Largest Bicycle Manufacturers in America.**

AMONG THE
CLUBS.

THE Scranton Bicycle Club have made great preparations for their minstrel entertainment to take place on the evening of the second of June. We clip from the *Truth* the following interesting facts:

"The first part scene will surpass anything yet presented at a minstrel entertainment in this city. The design and the arrangement have been studied carefully and nothing has been left undone which will add to its effectiveness. Much interest is manifested in the appearance of John E. Allen, the genial host of the Wyoming, who will take an active part, appearing on the end in the first part and in a stump speech in the olio. Always enthusiastic in what enters into, he has never shown more genuine interest in any event than in the coming performance. Mr. Billy Birch, the veteran, has arrived and will at once take an active part in the rehearsals, which will be held each evening until the date of the entertainment. Messrs. Allen and Birch are sure to create a sensation and will no doubt present some rich jokes. Mr. Harry J. Clapham, the veteran minstrel manager, who organized Thatcher, Primrose and West's Minstrels and who is the best posted man in the business, will be with the club and give them some valuable points, which will add much to the success of the affair. Mr. George Noyes Rockwell, one of our Scranton leading musicians and composers, has written a set of waltzes for the club, which have been pronounced, by those who have heard them as among the most brilliant and catchy pieces, published. They will be produced by Bauer's full orchestra for the first time on this occasion. They have been published both for the piano and orchestra and are sure to become popular. Mr. Chas. A. Hartley's new sketch entitled "Hop, Skip, and Jump," will be produced for the first time on any stage and will bring into prominence a young man of talent who has heretofore been too modest, and who is sure of success in this line of work. The programme throughout has been arranged with the most careful attention to every detail, and Manager Fred C. Hand will surely be congratulated upon the successful termination of his efforts in presenting an entertainment which will be remembered as one of the most important in the history of local performances. The tickets are selling rapidly and when the diagram opens on Tuesday morning there will be a grand rush for reserved seats. The end men are: Bones, Billy Birch, J. R. Schlager, Frank B. Ward, H. P. Simpson, J. A. McDougall, James Flynn. *Tambos*. John E. Alleh, Chas. S. Ward, Duncan Wright, Jr., Billy Mack, Wm. Watkins, C. A. Hartley. Interlocutor,—Col. M. T. Skiff.

THE Suffolk Wheel Club runs to Echo Bridge June 15th, Milton Lower Mills June 17 (evening), and Waltham June 22nd. June 29, 30, they go to Salem and Lynn on a two days outing. The Suffolk will enter a team in the E. R. C. road race June 11th and the men are now in daily practice.

DESPITE the rain on Saturday and Sunday, the Boston Club's country run was a great success, and the thirty members who did go to Sharon, spent a most pleasant three days. On account of the rain, the associate members gave up their tally-ho, and the actives were also content to go by train. So the excursion can hardly be called a "run," although a quartette on the four-in-hand Victoria, and a few other hardy cyclists, braved the elements and bad roads, and wheeled out. The three days were spent most delightfully, both in and out of doors, base ball, hand ball, larks, singing, and practical jokes. A trip to Easton was indulged in, to inspect the fine estates of the Ames', and all sorts of diversions, which suggest themselves to a lot of gay young men, to while away the time, were resorted to. The ball game on Monday, was a grand success, and due to the scientific pitching of Captain Whitney, the actives fairly floored the associates with a score of 15 to 3. S. N. Turner, E. C. Hodges, J. S. Dean, and Chris Donahoe, rode to Sharon in the rain, on the Victoria four-in-hand. We hoped our London W. would furnish us with some account of the first run in this country as the Boston Club "Tantivy", but he has been unable to do so this week. Perhaps next week he will have something to say in his "notes."

At a special meeting of the Massachusetts club held last Tuesday, to consider the advisability of giving up their present quarters, it was decided to hold over final action, until an effort had been made to secure the pledge from one hundred members to pay \$50 a year, instead of \$20, the present assessment. The regular month's meeting next Tuesday, the question will be again taken up, and a decision reached.

THE Warren Wheel Club of Roxbury, organized last week with the following officers H. L. Hiscock, President; Vice President, and Captain, J. E. Savell; Secretary, H. C. Anderson; Treasurer, A. Wiggin; First Lieutenant, J. McCormick; Second Lieutenant, L. Noble. Headquarters not yet secured, but will be taken. In the mean time, President Hiscock's house will be used for necessary

meetings. They start out with a membership of twenty-five to thirty active, energetic young men.

FOR THE THIRD TIME HOWELL WINS.

AT Wolverhampton, England, last Monday, Woodside met defeat at the hands of Howell, for the third time. The distance was one mile, and Howell won it in two minutes forty-seven seconds, beating the American by eight yards. As Howell has won the majority of the series, the other races will not be run. The cablegram states that Woodside has been, and is, suffering from congestion of the kidneys and liver, and is under the doctor's care. This being the case, of course, the result is not so satisfactory to Woodside's friends as it would otherwise have been.

WALTHAM CLUB ROAD RACES.

THE Ramblers club of this place held some road races over what is known as the McCurdy course. It is 12 1-2 miles in circuit, and over some of the best roads in this vicinity. The first was a 25 mile race, twice around, and was won by A. W. Hails of Watertown in 1 hour and 37 minutes, C. E. Tracy of Watertown being only 10 seconds behind. The second race was for 6 1-4 miles, and resulted in A. J. Cushing winning in 26 minutes, F. W. Koonz second in 28 minutes. The third was a mile dash, and resulted of E. F. Bigelow, time 1 minute, 41 seconds, H. Browning second in 1 minute, 51 seconds. The last affair was 12 1-2 miles, and was a match for \$20 a side between A. F. Harris and W. B. Youngman. The former took a header that placed him out of the race, Youngman taking it easy after this, and winning the race and purse in the not fast time of 1 hour, 7 minutes, 45 seconds.

THE CAMBRIDGEPORT ROAD RACE.

HASTINGS SQUARE and River Street, Cambridgeport, presented a lively appearance on the morning of Decoration Day. The local club and their friends showed up in large force, the occasion being that of the 25-mile road race. After the inevitable photographer had got in his work, the men were started from the bridge at 10.16.30.

The course was through River Street to Oak Square, Brighton; Tremont Street to Vinton, Waltham, Newton Upper Falls, Auburn-dale to the sign boards, to Chestnut Hill reservoir, about which the riders were to course four times, thence through Brighton and Allston to the point of starting. There were nine entries, viz.: Frank E. Carmen, George W. Bean, H. L. Caldwell, L. W. Briggs, Dr. S. F. Marshall, George K. Wheeler, Edward C. Himeon, and W. T. Rook. Mr. Himeon took the lead on the start, but soon had to give way to Caldwell first and Briggs in second place. The roads were heavy with mud in consequence of the late rain, and in running through Newton, Briggs took such a header as to put him out of the race. At the reservoir, Caldwell was five minutes ahead of the nearest man and was riding in fine form, fresh as a daisy. Bean, Himeon and Rook were, however, after him hot and heavy, and were hanging on to each other like grim death. Caldwell managed to increase his lead on his return trip, finishing the 25 miles in 1 hour, 35 minutes, and 35 seconds. Himeon came in second in 1 hour, 44 minutes, 5 seconds, Bean third in 1 hour, 44 minutes, 15 seconds, and Rook fourth in 1 hour, 44 minutes, 25 seconds, Carmen finishing fifth in a pretty badly used up condition.

THE LYNN RACES.

As we raised our massive cranium from our downy pillow, last Monday, A. M., and as we looked out of our window, we saw Phæbus struggling to dispel the clouds, which were being blown in from the North-East. It is unnecessary to say that our sympathies were with Phæbus, although the chances seemed to be about even, our hopes ran high. Our inclination was to wheel to Lynn, but our judgment told us that the roads would be very bad, and as we have no particular admiration for the roads which lay between the Hub and Shoetown, we concluded to "rail" it. We therefore spent the morning on the base ball grounds, and had the felicity of seeing the

"KELLY PETS" WOLLOPED

by the crack Detroit nine; not, however, until there had been ten innings played. After that we had just time for a bite of lunch, and away for the Narrow Gauge Railroad. All the world, his wife and children seemed to be going somewhere down the North shore, and there was lots of material for the study of human nature in its semi-civilized state. All the hoodlums in Boston, appeared to be going

out to play base ball. Almost every small savage had a particularly large and particularly vile cigar, and each and every one of them, vied with the other in seeing who could swear in the most finished style, and according to their ideal of true manhood. It is marvelous, how the youthful hoodlum gauges the perfection of manhood in ratio to his capacity to swear, smoke beastly cigars, chew and expectorate. We started to write about the races at Lynn, but our article seems to be verging nigh unto a homily on the

DEPRAVITY OF HUMAN NATURE,

as portrayed in hoodlumdom. A combination of steam and horse power at last brought us to the Lynn track, and a goodly sight met our eyes, the grand stand was chuck-a-block and the grounds were well filled. The track was in superb condition, and the sun shone warm and clear. It is our intention to depart from the usual stereotyped way used, in reporting these races, and shall treat them in a brief and running manner; for those who insist on "figgers," we append the summaries at the end of the account. It was like old times to see all the faces, now so familiar and prominent in cycling. There was Bassett, Hayes, Howard, Atwell, Rowe, Carroll, Shurman, Getchell, Hunter, Goodman, (he of race card fame), and Pedals on his darling Safety, with a number of the Suffolk men, rode over on their machines, and back on the train. Then the races, they were capital, and see here, managers of the Lynn track association,

WE WANT TO CONGRATULATE YOU

on the way you ran things, no dilly-dallying, but right up on time, a marked contrast—excuse us, gentlemen—with the way things ran themselves last year. Poor Billy Rowe met with defeat at the hands of A. A. McCurdy in the three-mile professional handicap, and, by the way, Mac rode that race like a demon, true it is that he had 300 yards start, but he beat Billy by thirty yards. Rowe had his revenge in the mile handicap, when Mac had 100 yards start. We wondered what possessed Mr. J. Young to try his luck with that crowd? Young has seen his best days, he never was a very good man, but last Monday he showed awful form, and was poorly mounted. The handicap amateur race was a beauty, and

RESULTED IN A DEAD HEAT

between P. J. Berlo and H. C. Getchell. In this race, (three miles), D. E. Hunter was scratch, Getchell 75 yards, Berlo 300 yards. After going two miles, D. E. Hunter gave it up. In the run off, (one mile), Getchell was placed scratch, and Berlo given 75 yards. Berlo beat his man "hands down." The one-mile Ride and Run race caused a good deal of "innocent merriment," and was won very cleverly by young Senter, he beating Hunter by ten feet. The "tug of war" (why tug of war?) race involved mathematical calculation beyond our power to figure out, and so we were "told" that the Lynn Cycle Club beat the Boscobel Club to the tune of 14 points to 7. We saw the race, but to save our souls, we could not verify the above as being a fact. After an excellent afternoon's sport, a "distinguished party," consisting of Messrs. Bassett, Howard, Hayes, and the Editor of the WORLD, boarded a barge, and whiled away the weary moments till they reached the station, by matching nickels. If the Lynn Association will continue to give as satisfactory races as those of Decoration Day, they will be sure to receive marked patronage.

SUMMARY.

One-mile Novice—1, W. Cyr, Lynn; 2, H. H. Porter, Boston. Time—3.15 4-5.

Three-mile Handicap Amateur—H. C. Getchell, Cambridge, 75 yards, P. J. Berlo, Boston, 300 yards, dead heat.

In the run off, one-mile,—1, P. J. Berlo, 75 yards; 2, H. C. Getchell, scratch. Time—2.51 3-5.

One-mile boys' race—1, W. H. Senter, Rockland; 2, A. N. Martin. Time—3.31 1-4.

Three-mile handicap, professional—1, A. A. McCurdy, Lynn, 300 yards; 2, W. A. Rowe, Lynn, scratch. Time—8.49.

Two-mile amateur, 6.10 class—1, H. C. Getchell, Cambridge; 2, P. J. Berlo, Boston. Time—6.42.

One-mile Run and Ride race—1, W. H. Senter, Rockland; 2, D. E. Hunter, Salem. Time—4.36 1-5.

One-mile professional handicap—1, W. A. Rowe, Lynn, scratch; 2, A. A. McCurdy, Lynn, 100 yards. Time—2.53.

One-mile bicycle tug of war—1, Lynn Cycle Club, 14 points: C. W. Whitten, F. M. Barnett, F. S. Hitchcock; 2, Boscobel Club, Lynn: S. L. Truesdale, E. A. Packard, Wm. Lewis.

ROSEVILLE, N. J., is the only place that has a first class track, proposing to give a tournament laid out on large lines.

THE GREAT INTER-CLUB ROAD RACE AT IRVINGTON, NEW JERSEY.

THE great inter-club road race is a thing of the past. (I think I've heard that phrase before.) A fine day and a fine field of starters; good management, and an accommodating throng of onlookers all helped to make the affair an enjoyable one to all concerned. At least 1500 cyclers were scattered along the Irvington-Milburn course and among them were members of almost every club within a hundred mile of Newark. The start was made at 3.15 P. M., the teams being as follows; Elizabeth W.—L. B. and D. B. Bonnett, W. H. Caldwell, L. B. Bowman. Harlem W.—E. I. Halstead, G. A. Pearse, Jr., E. C. Parker, E. C. Locke. Hudson Co. W.—C. A. Stenken, E. M. Smith, E. P. Baggot, R. A. McAra. Ilderan B. C.—H. L. Bradley, H. Greenman, W. L. Richardson, J. W. Schoefer. Kings Co. W.—H. J. Hall, Jr., E. Valentine, L. P. Weher, J. H. Knox. Rutherford W.—E. W. Dean, Jr., W. C. Ivison, A. P. Jackson, R. A. Burgess. Union Co. W.—A. N. Pierson, E. B. Moore, T. H. Burnet. A. Farrington. At the flash

STENKEN MADE A HOLD BID

for first place and took it, Valentine and Hall soon forging up behind him, but Hall was too much for "Val," and soon crowded him back and kept within a few feet of Stenken's wheel, so close in fact that once when Charley slacked up for an instant Hall made a very unceremonious dismount before he could use his brake. He was in the saddle and after the Hudson county scorcher, however, before you could say "Jack Robinson" and did not again get caught napping. The first five miles were covered by Stenken in 17 minutes 38 seconds, Hall's time being one fifth below. Valentine was in in 17.39 with Bradley after him in 18.03. Stenken made ten miles in 36.01; Hall, 36.02; Valentine 36.56; Bradley, 36.57. This order was maintained by the leaders all through the race until within two hundred yards of the tape when Hall drew a long breath and made a desperate attempt to win, and win he did coming in with the good time of 1 hour 33 minutes 53 seconds to his credit. Stenken was four seconds behind. Valentine and Bradley made a good fight for third and fourth, but, "Val." was too much for the Ilderan boy and caught third in 1 hour 44 minutes 48 seconds, Bradley's time being 1 hour 34 minutes 49 seconds. While these four were battling for the leading honors, the rest of the field was not idle, although after the first five miles they were strung out all along the course and it was too long a wait to catch the time of all.

THE KINGS COUNTY TEAM "GOT THERE,"

with a few points to spare, for first position with the Ilderan and Elizabeth boys close to one another, for second and third places. Below we give the result in "points":

1. Kings County Wheelmen,	77
2. Ilderan Bi. Club,	70
3. Elizabeth Wheelmen,	69
4. Hudson County Wheelmen,	65
5. Union County Wheelmen,	62
6. Rutherford Wheelmen,	26
7. Harlem Wheelmen	17

One of the most interesting features of the day was "Kluge's ride." Charley, mounted on a 37-pound "Cunard Crimper" tricycle, was started off just fifteen minutes behind the racers

TO BEAT THE 25-MILE ROAD RECORD

of 1h. 45m. for a three-wheeler. He started off in splendid form and went up the hills as easily as if mounted on his old friend, the "coffee mill." The first five miles he covered in 18m. 10s. The ten miles in 36m. 59s.; fifteen miles, 55m. 44 2-5s.; twenty miles in 1h. 14m. 40 2-5s., and when told that he had but sixteen minutes for the last five, in order to catch the record, (he really had thirty-one minutes left,) he let himself out and made his machine fairly jump as he went down and up the hills. He was greeted with cheer after cheer, as he came along the course on his last stretch, and seemed to be an automaton, so perfect was his action. He crossed the line at the finish in 1h. 34m. 40 2-5s., beating the record by almost eleven minutes, and, what was the more astonishing, having gained nearly four minutes on the lead of the leading racers. This ride establishes beyond a doubt, that Charley is not such a "wreck" as some would try to make the people believe. Messrs. Rogers are jubilant over the figures credited to their machine.

RATCHER.

NEW BEDFORD, MASS., RACES.

THE Wayside wheelmen of New Bedford gave three good races on the Point road Decoration Day morning. This celebrated old whaling town does not boast of a track, and so the road above mentioned was utilized. In the five mile race, F. L. Wing (a name suggesting speed) took the first prize in 19 minutes, 13 seconds, Mr. H. Eldridge being 13 seconds later. In the one mile race, Waldo Wade won in 3 minutes, 4 seconds—pretty good time for road work—F. L. Wing second in 3 minutes, 13 seconds. The races were brought to a close by the one mile novice race. Frank Weaver won this in 3 minutes, 12 seconds, Alton L. Hazard a close second in 3 minutes, 14 seconds. Dr. A. G. Wyman succeeded in capturing the leather medal for the slowest mile, which was a source of great comfort to the Doctor.

THE CLARKSVILLE ROAD RACE.

BELOW we give the positions and times of each man in the Clarksville road race at the 50 miles and the 100 miles. So far as records go for the bicycle they stand intact. The terrible hills made any record time almost impossible. Munger, however, managed to take the American tricycle record for the 50 and the 100 miles. The 100 mile record has been held by W. R. Pittman, with the time 11.30. Mr. Munger rode a Quadrant tricycle, and considering the route his performance is most excellent.

50 Miles.			100 Miles.		
	Time.	Position.		Time.	Position.
Neilson,	3.14.00	1		6.46.27	1
Rhodes,	3.14.12	2		6.46.51	2
Crocker,	3.14.12	3*		6.51.27	3
Hollingsworth,	3.21.24	4		7.12.39	4
Whittaker,	3.25.48	5		7.12.45	5
McCurdy,	3.33.12	6			
Frazier,		Stopped.			
Brooks,		Stopped.			
Ashinger,		Stopped.			
Munger, (Tricycle)	4.36.48		10.04.00	Am. Records	

Further advices, taken from the *Post Despatch*, gives a vivid description of a very exciting finish: "Nobody dreamed that the 59-inch wheel of the tall Rhodes would not cross the line first; and when the mass of humanity on the knoll near the finish saw the high wheel round the last curve first, the shout went up: 'Come in, Rhodes, old boy! come in, you've got it!'"

But he didn't have it. The curve was about 800 feet from the line. A *Post Despatch* reporter who dropped in behind the two men a little piece down the road was close upon their rear wheels as they rounded the curve. It seemed as if both men had done their utmost and that Neilson was too fagged to spurt. But as the reporter raised his head from his amateur spurt, Neilson pulled out to Rhodes' right, straightened up for a brief moment as if to get a good breath, and then, with a lunge forward, with all his weight on his pedals, he flew past the man who had doggedly led him for eighty long miles. Rhodes saw there was no use. The thing he had feared all through the day had come at last. Neilson's famous spurt staid with him for the close; and there was nothing for him to do but to make as good a show as possible. He quickened his pace a little, and both shot down the last grade in grand style, but Neilson's spurt lasted and carried him over the line a winner by fifty feet.

A STROLL AMONG THE TRADE.

LAST Friday saw us once again on the path to pick up items of interest from the "Trade." System being one of our hobbies, we determined to do the town systematically. We would take all the down town houses first, and then finish next week all on Berkeley, Tremont and Columbus Avenue, after that the out of town trade. The first place we struck was, naturally, John P. Lovell's Sons, at 147 Washington Street, as we wanted to find out how the world wagged with the

SPRINGFIELD ROADSTER PEOPLE.

Our mission was made known to a peaceable looking gentleman, who was surrounded with and handling murderous looking weapons, in the shape of revolvers and all sorts of firearms. "Mr. Maynard is the man to post you, and you will find him up stairs," was the answer to our inquiry. And so up stairs we proceeded, but as the building was being "remodelled," we had to pick our way up a very frail looking staircase outside the building, and thus into a room, a very arsenal, single barrel guns, double barrel guns, guns that would shoot once, and guns that would go off ever so many times. After prowling round quite a while, we finally found Mr. Maynard, and we at once got down to business. Quoth the gentleman, "We are more than pleased at the reception the Springfield Roadster is hav-

ing, especially in the West. Our Mr. Hendee has just come home from a trip through the West, and has placed some orders there, which, together with our Eastern trade, will tax our capacity to supply to the utmost. We are somewhat astonished at the demand, for though we claim to have been sanguine, the realization in the shape of actual orders passes our largest expectations. The presence of our Mr. Yost or Mr. McCune at the factory, is constantly required, so as to drive things along to the utmost limit. We hope, however, soon to be in a position to supply any number of machines at the shortest notice, just at present, however, we are behind our orders." Naturally, we had to ask the question as to the probability of "our George" racing this season, and we were told that as all Mr. Hendee's time would be taken up looking after the interests of the Springfield Bicycle Co. on the road, it was very doubtful if he would have leisure to do any training. We congratulated Mr. Maynard on the present boom and cheerful prospects of his company, and then after some desultory chat on construction of wheels in general, we took our departure with our usual grace, via the shaky stairway.

From here it is only a step to Wm. Read & Sons. Here again we were confronted with war-like instruments and death dealing machine guns. In the face of huge cannon we mounted the flights of stairs to the cycle department of this sterling firm, and in our most dulcet tones

INQUIRED FOR MR. ATWELL.

"Not at home," was the reply, "up at the factory pushing things." We asked, why this pushing? The answer was, "We are rushed to death in order to supply the demand. The 'New Mail' is taking very well indeed, the public seem to like it, if we can judge by the fact that at present we are behind our orders." Here we were shown the parts of the New Mail, sections of the patent Warwick rim, backbone and forks, with the thickness placed where the strain comes most. The specimens we saw were beautiful examples of the tube drawers skill. On our way down stairs we stopped a moment to have a few words with Mr. John Read. "Yes," he said, "we are more than pleased with the reception the New Mail is receiving, we only regret that some of our patrons have had to wait a bit, but we shall soon catch up, and have a good stock on hand." Down on the street once again, we pondered on the exhilarating fact, that our strollings so far, had shown a healthy condition in the trade. We are aware that some "doubting Thomases" will shrug their shoulders and smile a supercilious smile, as we have recorded the fact that all the manufacturers and dealers are driven to their utmost, to fill orders. In spite of smile and of doubt, it remains a glorious fact, that the season 1887 is opening with the greatest promise, and with a rush of orders never exceeded in the history of cycling in this country. While we thus thought, our editorial legs had carried us to No. 100 Sudbury Street, and our editorial wind was put to the test in climbing the "golden stairs" which lead to the office and warerooms of

OUR OLD FRIEND MURRAY.

"Take a cigar," said that hospitable gentleman. We "took," and seating ourselves proceeded to pump the New England agent of that driving, enterprising, Western manufacturing firm, Gormully & Jeffery Co. We were not allowed to be seated long, as Mr. Murray wanted us to mount the American Light Champion and see how we liked the position of the new form of handle-bar, known as the "Ram's-horn." We must say we liked it well. It brings the hands well back, and must be a great power in climbing hills. We were shown two of the cutest little tricycles, made by Gormully & Jeffery, for children, that we ever saw. One a single "two track," and the other a tandem "two track," convertible also. As we looked with genuine admiration on these two *bijou* cycles we wished "we were a child again." Mr. Murray carries a full line of all the products of this firm's goods, boys' bicycles with spade handles, tricycles, safeties, Champions, both light and full roadsters. He says business with him, never was better, sometimes he cannot leave his office until 8 o'clock at night. "As for repairs," said Murray, "I have as much as I can attend to. I can furnish parts, forgings, rims, backbones, forks, and in fact, any part of any kind of a cycle, as you can plainly see." Judging from our eyesight, we should think this true. Boxes of forging in profusion, lay about; the walls were festooned with rims, backbones, forks, and great sheaves of spokes were packed away. Mr. Murray also keeps a good line of sundries; everything can be found at 100 Sudbury St. "Before you go," said Mr. M., "let me introduce you to my cat. You see he is ball'd-headed, and as for his tail, please catch on to the 'Ram's horn' twist he gives it, why, sir, that cat knows more about tangent spokes, and ball-bearings, than most of the men who come in to buy machines. He sleeps on a Lillibridge saddle, and I never saw him eat anything but old rubber tires, or drink anything but lubricating oil, his claws are butt-ended," and his"—. When we came to, we were on the street and we trust after a week's rest to be able to resume our "strollings."

THE MONTESENO EXCURSION.

[LAST week the following was crowded out, but our correspondent has so pleasantly told of the joys of the trip we know it will be acceptable at this time.—Ed.]

THE business meeting over, all care vanished and everybody hurried away to dinner and thence to the steamer Chouteau, which lay at the foot of Locust street. As they made their way through the crowd on to the gang plank a burst of harmony greeted the merry cyclists from the upper 'deck, whilst skimming around the roller-rink floor on the lower deck could be seen the six-in-hand. There was very little delay after the appointed leaving time, and the steamer, well filled with wheelmen and an equal proportion of the fair sex, backed away at about 5 o'clock, and was soon sailing smoothly down the broad Father of Waters in a "brakes-off" fashion. Chairman Boswell was everywhere at once, and was doing full duty to his guests at the expense of his own tired frame. Quickly we pass along the St. Louis levee, Carondelet and the big furnaces, and as the sun sets we leave the environments of civilization behind us, and the steamer scuds along under the

SHADOW OF PRECIPITOUS BLUFFS.

Occasionally an Iron Mountain train flies swiftly along and the passengers greet the steamer and are gone in a moment. At Monteseño we tack about and land. As the bow touches terra firma a bicycle is seen gliding down a narrow path in the woods at a rapid gait. Right to the edge of the bank it comes, when its rider, Greenwood, put on the brake and dismounts, dirty but happy, for he has just brought safely through the difficulties of the De Soto-to-Monteseño trip eight good men and true, without a scratch or accident of any sort. Probst of Terre Haute and Bowbear of Chicago accompanied the party, and were loud in their praises of the De Soto scenery, and in denunciation of the powerful grades. In a few moments the party which had left St. Louis at 1 o'clock arrived, in charge of Alex. Lewis. They had also made the trip in good shape, having chosen the easier end of the route. Genelli, the photographer, took a view of the boat from the shore, and we cast away for the return trip. Soon darkness fell, and the occupants of the boat turned their attention from sight seeing to the good things on board. The supper table was in continuous use, and the quartette of negro jubilee singers on the guards attracted an admiring crowd. The orchestra betook itself to the rear end of the lower deck, where it discoursed sweet melody, whilst the cyclists and their ladies listened to the really delightful strains or fitted over the smooth floor in the mazy dance. The six-in-hand had been kept busy, but was now stored away, and the rink course, extending along the sides and around in an easy curve at the fore and aft ends, was used as a promenade. Tom Stevens had

CAPTURED A PRETTY MAIDEN,

and was wholly inaccessible, doubtless to his own satisfaction. Up stairs Charlie Howard was hanging fast to the company of a beautiful blonde, nor did he relinquish his hold till the parting moment at the boat's moorings. As we approached Carondelet, the southern suburb, the attention of all was suddenly attracted to the Chouteau Bluff, which was revealed gloriously to the sight by a burning calcium light of red. S-s-wish! Away went a monstrous rocket. It seemed it would never stop—bang! it exploded, and the little varicolored stars dropped gently through black space—for the moon was a hollow delusion—and into the water. Then other pyrotechnics appeared, and now two colors of fire, red and blue, revealed the Chouteau mansion on the height and the surrounding woods and climbing cliff plants in a strange and awe-inspiring glory. Not a word escaped the watching multitude. The boat had stopped and was gradually moving down stream.

"LOOK OUT FOR THE STICK,"

was heard ever and anon, as the streaks of fire came down too close, up over their heads went the chairs of those on the hurricane deck. A hand is seen to wave on the bluff. "Let her go, Jim," says the captain softly, and as we steam gradually away up stream the fires on the bluff die out and the fun goes on. Another wonderful sight greeted the eye as we passed the Vulcan Rail Works, that leviathan of fire, smoke and noise, that excites within the spectator a feeling of terrified pity for those who must labor within its glass framed walls. We were back at the moorings at 11.30 o'clock.

ONCE again the Quadrant tricycle has shown itself to be a great road machine. Over the terribly hilly course at Clarksville, L. D. Munger captured the American 50-mile, in 4h. 36m. 48s., and 100-mile in 10h. 4m., road records for the tricycle. This speaks volumes for the machine, as there is not a harder road course in the country. Hills, hills!! and almost as perpendicular as a wall. We hope Messrs. S. T. Clark & Co. will see to it that Munger and the Quadrant have a whack at the record over the Crawfordsville road?

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

A TRICYCLE CHANT.

(Old homiletic Style.)

SHOULD our wheel more song employ
Than soft poets wail in grief,
Though it be so built of joy,
Scarce to such could give relief,
Timid heart and dainty mind,
That to wheel are least inclined.

Happy they who drive the team,
Fine Tricycle, for their glee,
Superseding horse and steam,
Steady, safe, benefic three!
Wise men well provided so
Wind their hearts up as they go.

But no song or precept can
Grown men's habit easily change;
Wont is such a vice in man
That he likes not what is strange,
Yet so strange himself that he
As he is would always be.

—Pius Rotator

THE CHAMPION OPENS THE SEASON BY WINNING
THE PEORIA ROAD RACE.

PEORIA, Ill., May 13, 1887.

GORMULLY & JEFFERY MFG. CO., Chicago:

Dear Sirs—The Peoria Bi. Club ten-mile road race was won yesterday afternoon by Bert Myers, on a 52 "Light Champion" in 40-27—fourteen hills in the course. The second man was John L. Seery (our repairer), on a full roadster champion. The third man straggled in on an '87—Light Roadster. The boys are all enthusiasm for your wheels, nowadays. Yours Truly,
Adv't. GEO. W. ROUSE & SON.

PAWTUCKET, R. I., rejoices in the possession of a tricycle rider of four score and three years of age. He is described as skipping over the road at a marvellous pace. The Providence *Journal* wants to match this octogenarian against all comers of his age and weight.

ONE of the crack bicycle tracks is the "Aston," at Birmingham. *Bicycling News* has a bird's eye view of same, in issue just to hand. With this before us we can readily understand why the times made on a track like Springfield, seem impossible to those used to look on such a shaped track as Aston as being perfect. We cannot conceive how any man could rush any of the corners of Aston at full speed, without coming to grief quite often.

THE 25-mile club race of the Waltham Club, was won by A. W. Hales, on a 56 Rudge Light Roadster.
Adv't.

BY the way, Lynn promised us the pleasure of seeing a new record breaker last Monday, but though we looked sharp we did not see any one who would make W. A. Rowe lay awake nights with anxiety.

LITTLE MARK COHEN for such a short specimen of humanity can certainly make a bicycle hum for a little distance. His legs fairly "twinkled" a la Pickwick when he spurted along to try and keep up with the boys.

THE dates of the probable visit of the Mass. State L. A. W. Div., to Marthas Vineyard on invitation will be Aug. 3, 4, and 5th. Vice Pres. Hayes will visit Marthas Vineyard soon and settle the date and details.

WE are pleased to hear such good accounts of the condition of trade from our friends in Newark, N. J. Messrs. Rodgers & Co., the agents for the Cunard machines in this country. We suppose we are a bit of selfish when we hear of good times and lots of "bus"—but certainly prosperity in the trade means prosperity for the press.

JUST as we go to press we received volume 1., of Mr. Stevens' book, "Around the World on a Bicycle." We will speak of the book more at length in a later issue.

TO THE REPRESENTATIVES N. Y. Div. L. A. W. Dear Sirs—The regular spring meeting of the Board of Officers, New York State Division, L. A. W., will be held at the Grand Union Hotel, New York city, June 13th, at 8 o'clock P. M. As business of importance will be transacted, I hope for a full attendance, and trust you will all be present. Yours truly,

GEO. R. BIDWELL, Chief Consul.

THE great International Bicycling Championship was won by Mr. Howell at Leicester, Eng., May 31, on a 59-inch Rudge Racer. *Advt.*

THE celebrated *Pall Mall Gazette* interviews Mr. Morgan on behalf of the American team, and other prominent London dailies have long interviews with Mr. Morgan. In fact, the trio cannot lay failure, (if it attend them,) to the fact that they have not been well advertised.

WE were sorry Shurman did not start in any of the races at Lynn last Monday. We were very anxious to see how his mount, the Springfield Roadster would have acted in the handicap event.

THE Pope Mfg. Co., at its factory, has more tools, dies, and machinery, for the manufacture of tricycles, than has any other two factories in the United States. *Advt.*

TERRE-HAUTE, Ind., is to have bicycle races in connection with the State Division meet at that place. A tour under the same auspices, is to take place from 8 to 13 July, inclusive.

FOUR members of the Hartford Bicycle Club were in town last week, and honored the Boston Club with a call. The gentleman who bears the extraordinary *nom de plume* of "Teddy with his hat on," was one of the party.

HARRY COREY astonished the hundreds of wheelmen gathered at Clarksville last week, by climbing "Crank" hill, on a Rudge Bicycleette. But one one bicycle rider had before succeeded in surmounting the Hill, though scores had tried, and the ease with which the Boston man reached the top, made their eyes stick out.—*Boston Globe.* *Advt.*

THE Boston Contingent seem specially to be under obligations to Mr. Beckers of the Missouri Club, for unremitting attentions during the meet.

WE congratulate the BICYCLING WORLD on the success that has attended their efforts at improvement. The two-column page, which the *Athlete* was the first among the American cycling papers to adopt, is much neater than their former three-column page. The whole get up is extremely artistic, and the excellence of the reading matter is in good keeping with its typographical appearance.—*American Athlete.* [Thanks, brother Wells.—Ed.]

THE Pope Mfg. Co. is, and has been for years, the largest maker of high grade bicycles in the world. *Advt.*

WE want to say a word about a very successful, but simple, little "sundry" made by Tucker & Hubbard of Hartford, Conn. We mean Tucker's elastic strap, and the cut of same can be found in our advertising columns. To the man who wants to jump on his machine without the bother of changing his trousers, this little device is a great boon. We advise all cyclists who ride a bicycle or a trike with trousers, and who want to look neat, to invest in a pair of the straps. They are cheap, handy and durable.

THE Crawfordsville road, where the next 100-mile race is to be held, is a much easier one for the men, than the Clarksville, though not so good a one for spectators. It is expected that records will go on this course.

THE *Herald* man nominates Mr. Ducker for chairman of the Racing Board, and states that his ability to "stir things up" is a strong card in his favor.

THE Pope Mfg. Co. have made and sold more high grade bicycles than all the other makers in the United States combined. *Advt.*

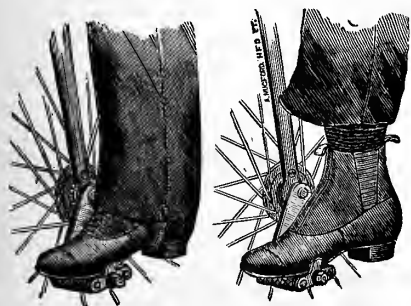
THERE is a growing feeling of respect, in the West, for the abilities of the Eastern riders. Three Bean-eaters scoop the Westerners in the late road race, and Harry Corey climbs Crank hill, Clarksville, "with ease." Only one bicycle before, has ever been up. Gentlemen, excuse this little crow, it may be your turn next.

Two St. Louis riders, Lindell and Gordon, of the *American Wheelman*, and R. E. Lee, recently climbed Son-of-a-Gun Hill on a Rudge Humber Tandem, geared to 54. The importance of this feat may be imagined, when one remembers that this hill is generally known to be worse than the famous Corey Hill. *Advt.*

THEY say Col. Pope is a sprinter. When the train arrived at Niagara Falls it was side-tracked, and the boys expected the dining car to be attached. So they got out on the rear platform and waited. They were awful hungry, and the wait was agony. Finally, Corey suspected something, and slipping off, found the dining car about an eighth of a mile up the road. When half way there, he gave a yell and lit out. The hungry crowd saw him and broke. Away they flew toward the car. Long legged Hayes, short Howard, fat Bassett and pompous Pope, all went tearing along. The Colonel got there first, but they say he scared Hayes off, by threatening to fall on him if he tried to pass him. Corey says he never laughed so in all his life.—*Spectator.*

Attention, Cyclists!

Tucker's Elastic Strap.



Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the Ankle and free from the Wheel, with nothing visible from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached.

For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers,

TUCKER & HUBBARD,
P. O. Box 1029. Hartford, Conn.

For sale also by A. G. SPAULDING & BROS. at their Agencies.

Liberal Discount to the Trade.

Price, 25c. per pair (mailed).
Full directions with every pair.

I Can Fit any Bicycle with Cow Horn Handle Bars,

Nickel-plated, with brake lever to match,

Price, \$4.50 Per Pair.

Try a bottle of the best enamel in the market.

Hancock's Liquid Enamel,

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A fine brush given with every bottle.

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Correspondence from the trade solicited.

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Second-Hand Bicycles, Tricycles, and Tandems.

No.	SIZE.	NAME.	COST.	PRICE.	No.	SIZE.	NAME.	COST.	PRICE.
2	54	Standard Columbia,	\$95 00	\$62 50	75	48	Columbia Expert,	130 00	80 00
3	52	"	92 50	55 00	76	52	"	137 50	95 00
7	55	Columbia Light Roadster,	150 00	110 00	78	54	"	130 00	110 00
9	35	Invincible Safety,	135 00	80 00	80	44	"Facile,"	130 00	70 00
10	36	Kangaroo Safety,	130 00	75 00	81	52	Premier,	105 00	65 00
13	50	American Rudge,	107 50	75 00	83	55	Royal Mail,	137 50	105 00
19	50	Standard Columbia,	90 00	55 00	1002	52	Expert Columbia,	137 50	100 00
21	46	"	80 00	42 50	86	54	American Rudge,	115 00	75 00
22	44	"	77 50	35 00	87	55	Spalding Racer,	140 00	60 00
25	52	"	105 00	65 00	90	52	Royal Mail,	137 00	85 00
27	55	Rudge Light Roadster,	156 50	95 00	91	50	English,	100 00	40 00
29	52	Expert Columbia,	137 50	100 00	92	54	"	100 00	40 00
33	50	Club Light Roadster,	142 50	100 00	93		"Otto Tricycle,"	85 00	35 00
37	56	Columbia Expert,	142 50	100 00	94	36	"	30 00	10 00
42	58	Expert Columbia,	145 00	90 00	95	55	Spalding Semi Racer,	140 00	60 00
47	54	"	127 50	90 00	96	55	" Racer,	140 00	55 00
48	54	Rudge Light Roadster,	140 00	100 00	97		Humber Tandem,	265 00	185 00
51	52	American Rudge,	112 50	80 00	98		Sparkbrook Humber T'd'm	265 00	200 00
52	50	Club Light Roadster,	142 50	90 00	99		Col. two-track Tricycle,	160 00	110 00
54	56	Expert Columbia,	140 00	105 00	100	51	Special Star,	170 00	125 00
55	52	American Club,	140 00	70 00	101	56	Columbia Expert,	140 00	105 00
57	56	"	150 00	75 00	102	52	American Challenge,	75 00	55 00
58	54	Expert Columbia,	135 00	80 00	103	55	English,	150 00	50 00
59	52	Standard "	92 50	50 00	106	50	Special Columbia,	120 00	60 00
60	42	"	95 00	60 00	107	52	Premier,	115 00	55 00
61	56	"	110 00	60 00	108	48	Expert Columbia,	135 00	100 00
67		Humber Tandem Tricycle,	260 00	180 00	109	54	American Club,	170 00	95 00
68		Columbia Tricycle,	160 00	70 00	110	45	Pony Star,	80 00	50 00
71	54	Columbia Expert,	127 50	80 00	111	50	Columbia Standard,	90 00	50 00
74	52	Rudge Light Roadster,	137 50	100 00					

IMPORTANT.

When ordering give number and quote description and price; also state second choice in case the first should be sold on receipt of your order.

Any of the above machines will be sent to any address provided \$5 accompanies the order as a guarantee of good faith, the balance to be paid on arrival; with privilege of examination.

Should you not find what you want on the above list, write, stating just what you require and about the price; we have wheels coming in continually, and no doubt can fix you out.

We make a specialty of *exchanging wheels*, and are general agents for *all* makes, which we furnish new at catalogue prices.

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New Hampshire.—W. V. Gilman, Nashua.
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Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa.—S. B. Wright, Osceola.
Wyoming Territory.—C. P. Wassung, West Springs.

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APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Williams, Dr. G. W., Arlington Block, Omaha, Neb.

FOR SALE OR EXCHANGE.

FOR SALE—Great Bargain—A New 1887, 42-inch Special Pony Star, balls to front wheel, large nickel Lantern, Z. and S. Bdl. Carrier, foot rest and Star step. Has not been run 25 miles. \$100 will buy it; that is \$25.50 less than manufacturing price. Address Box 73, Ancram, N. Y.

FOR SALE—My 53-in. Columbia Light Roadster, '87 pattern, nearly new; enamel finish; ball pedals; Kirk saddle. F. ALCOTT PRATT, 3 Somerset St., Boston.

FOR SALE—One 58-inch Royal Mail, nickelled, '885 pattern, in excellent condition, ball pedals, Lillibridge saddle, etc. Address, CHAS. F. JONES, P. O. Box 285, Newton, Mass.

FOR SALE—New Humber 56-inch racer, twenty-two pounds. will accept first reasonable offer. Address, H. M. P., 215 Bay street, Jersey City, N. J.

FOR SALE—52 in. Victor, balls all round. In excellent condition. With or without cyclometer. Address D. W. N., No. 30 Summer St., Boston.

I HAVE A 52-INCH EXPERT Columbia which I would like to exchange for a good Gold Watch, of some Standard make. Machine is in good condition and is worth about \$75. Address C. H. DELAND, Thompsonville, Conn.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE—One 59-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, O.

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WELL DONE, QUADRANT!

Weatheroak Hill, Birmingham

CONQUERED ON AN ORDINARY

Roadster Quadrant Tricycle,

GEARED TO FIFTY-FOUR INCHES.


"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before."—THE CYCLIST, MARCH 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses, he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Allard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber."—WHEELING, MARCH 9, 1887.

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times."—EXTRACT FROM MR. BIRD'S LETTER TO THE QUADRANT TRICYCLE CO.

These Facts Proclaim the Quadrants

THE BEST HILL CLIMBERS OF THE AGE.

 This is the same style of Quadrant that has a record of one mile in 2 minutes and 38 seconds, on the road.

1887 PATTERN QUADRANTS NOW READY FOR DELIVERY.

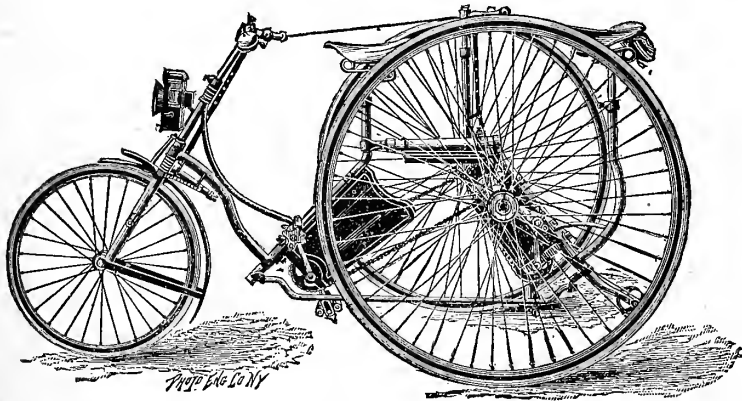
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From T. J. KIRKPATRICK, Esq., Vice President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

D. ROGERS & CO., Gentlemen;

Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best Tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is the *only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine will ever be*.

(Signed) T. J. KIRKPATRICK.

SEND IN your Orders for Spring Delivery, and Don't Get Left.

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Send for List of Shop-worn Machines, which must be sold to make room for Spring Stock.

Catalogues free on application. Cabinet Photographs of any Machine, 25 Cents.

RESPONSIBLE AGENTS WANTED.

SPRINGFIELD ROADSTER.

(Yost & McCune Patent.)

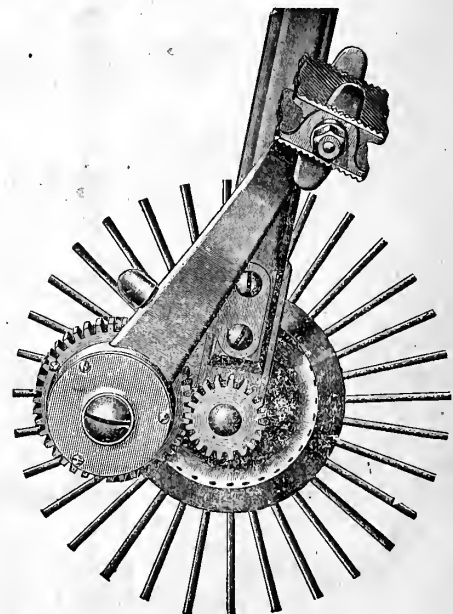
LONG DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.

The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the
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Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



Light Running Fish Adjustable Saddle.
Known to be the Best.

—Do not fail to examine before purchasing—



Perfect Control of Large Wheel.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches.

The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

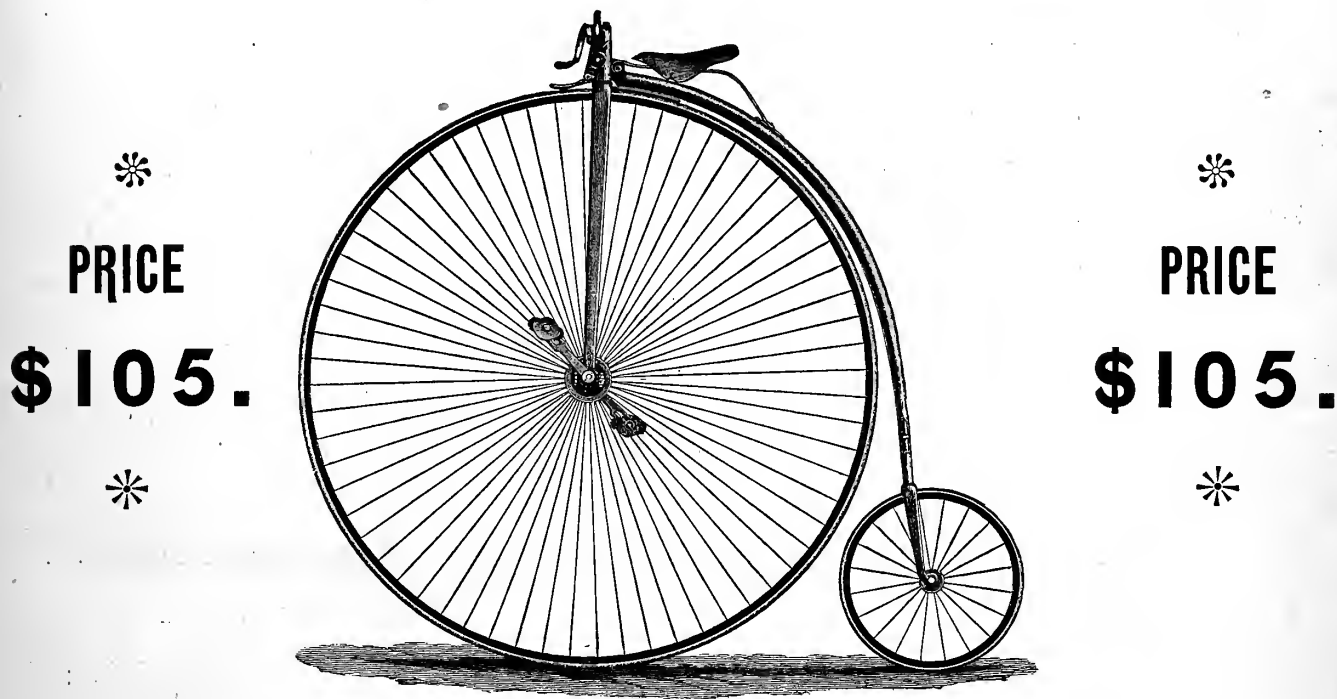
All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

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147 Washington St., cor. Cornhill and Brattle Streets, or **SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.**

The Coventry Machinists' Company.

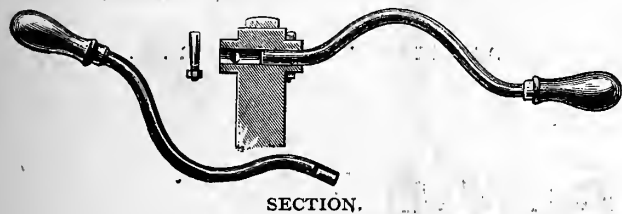
THE "UNIVERSAL CLUB" BICYCLE.



❧ SPECIFICATION. ❧

Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with butt-ended spokes; front wheel grip brake.

PATENT DETACHABLE HANDLE-BAR.



FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles and Kirkpatrick saddle can be fitted at small extra cost.

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The Columbias have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say. If the wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

For instance, for six years hemispherical steering-centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

It has been asserted that the various forms of safety bicycles will over-run both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one we should be pleased to have you try the experiment.

It costs considerable to make first-class machines; Columbias are first-class machines, and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices. "Let others try the experiment."

It may be a paying investment for wheelmen to purchase a so-called first-class machine for a seemingly low price, and then again it may not be. The wheelman can try the experiment.

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Published Every Friday at No. 12 Pearl Street

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5 cents a copy.

BOSTON, 10 JUNE, 1887.

Volume XV.
Number 6.

CLARKSVILLE 100 MILE ROAD RACE.

The Greatest Bicycle Race Ever Run Since Cycling Began.

THE RECORD:

	Machine Ridden.	Time.
1st, Robt. A. Neilson,	Victor, - - - -	6.46.27
2d, Wm. A. Rhodes,	Victor, - - - -	6.46.51
3d, H. G. Crocker,	Columbia, - - - -	6.51.27
4th, S. Hollingsworth,	Columbia.	
5th, S. G. Whittaker,	Champion,	
C. W. Ashinger,	Champion, Dropped out at 20 miles.	
Chas. Frazier,	Star, Dropped out at 20 miles.	
John Brooks,	Star, Dropped out at 40 miles.	
A. A. McCurdy,	Star, Dropped out at 40 miles.	

TWO VICTORS entered, taking 1st and 2d Place.

Never was so much money spent in preparation for a race, and never was so much interest shown in a wheel contest.

Upwards of 20,000 spectators!

The VICTORS ridden in this race never stopped and went through without defect or attention of any kind.

Send for our Catalog of fast road machines.

Overman Wheel Co., Boston.

Makers of High Grade Bicycles, Tricycles, Safeties.

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MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

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It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

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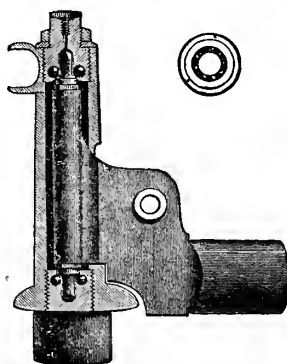
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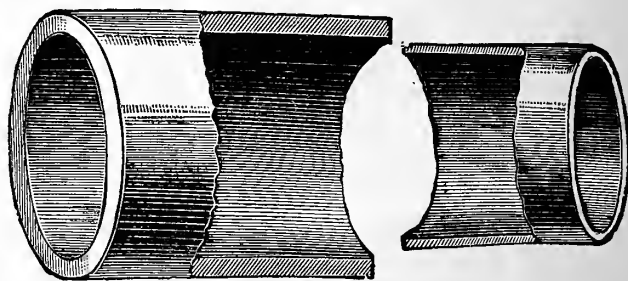
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Giving increased thickness and strength at upper end, where is the greatest strain. Forks, also, same construction.



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No Seam outside.
Thickened Metal a
bottom. Cemented.
Tire.

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MANUFACTURERS,

WM. READ & SONS, - - 107 Washington Street, Boston.

BICYCLE RACES AT BROOKLINE ON THE FOURTH.

THE programme of sports to be given in Brookline on the morning of July 4, will include a two-mile bicycle race, open to all amateurs; one-mile bicycle race; 100 yards slow bicycle race, and a junior mile bicycle race, the last three limited to Brookline riders. The junior race is open to contestants of not over eighteen years of age. Handsome medals will be given first and second man in each event. The entrance fee, \$1, and entries, should be mailed to E. W. Baker, Brookline, before Wednesday, June 29.

RACES AT WEST PHILADELPHIA.

THE bicycle races at West Philadelphia Athletic Association games were, one-mile bicycle—novice, one-half-mile boys' race, one-mile—open only to Philadelphia riders, and one-mile open. The novice's race was won by W. Morgan, time 3.25. The boys' race by H. J. Flenard, time 1.46. The "Philadelphia championship," by L. Kolb, University of Pennsylvania, 3.10 4-5; M. J. Bailey, second. The open race, also, was won by Kolb, with Stevens of Millville, N. J., a close second. Time 3.18 4-5.

RACES AT HARTFORD.

THE East Hartford Club held their spring meeting last Saturday. The attendance was good, and the racing fine, though in one or two handicap events, the handicapper showed poor judgment. The track was never in better condition. Below we give summary:

Half-mile open handicap—G. L. Lewis, Springfield (70-yard handicap), time 1m. 23 2-5s.

Three-mile open handicap—G. H. Thomas, New Britain (20 yards), time 10m. 1 14s.

Two-mile open novice race—G. L. Lewis, Springfield, 6m. 57 4-5s.

One-mile race, 3.20 class—Thomas of New Britain, time 3m. 20s.

One-mile open—H. E. Bidwell, East Hartford, time 3m. 29 2-5s.

Two-mile lap—C. F. Richmond, East Hartford, time 6m. 51s.

One-mile club handicap—W. K. Ackley, (120 yards), time 3m. 14 4-5s.

William Haradon of Springfield, rode against the track quarter-mile records, but could not beat them.

THE PULLMAN RACE.

WE don't like to print ancient history, but our excuse for not having the Pullman sixteen and one-half mile road race reported last week, is that we depended on our correspondent, but his MS. did not materialize in time for our issue. The race was devoid of that excitement that makes such affairs interesting to the spectator. The result was:

1. H. R. Winship, 8 minutes 30 seconds, handicap.
2. C. H. Sieg, 11 minutes, handicap.
3. W. J. Maas, 11 minutes 15 seconds, handicap.
4. J. F. Palmer, 9 minutes 30 seconds, handicap.

A great many witnessed the race, and a good deal of interest was manifested. Winship's actual time was one hour two minutes fifty-five seconds. He was thoroughly pumped when he finished, and really came off his machine in a heap. Van Sicklen from scratch did not have a smell. He started scratch coming almost from a sick bed.

LYNN'S FOURTH OF JULY PROGRAMME.

THE Lynn Cycle Track Association held a meeting Friday evening, and the committee reported the Memorial Day meeting to be a grand financial success, and that it far exceeded the anticipations of the association. There will be a meeting on the afternoon of July 4, and the following events have been arranged.

First race—One-mile novice.

Second race—Three mile professional handicap.

Third race—Three-mile professional handicap.

Fourth race—Two-mile tandem tricycle, amateur.

Fifth race—One-mile run and ride.

Sixth race—Two laps for boys, which will be especially for boys between 9 and 12 years.

Seventh race—Two-mile professional handicap.

Eighth race—Three-mile amateur handicap.

The above races will be run under L. A. W. rules. On Saturday afternoon, July 9, the association will hold a series of sports, such as running, walking, jumping, pole-vaulting, etc., and suitable prizes will be awarded. This will be the grand windup of Fourth of July week.

THE FIRST RECORD OF THE SEASON IN ENGLAND.

ON Tuesday evening, at the Coventry track, A. P. Engleheart made a successful attack on the safety records. Everything was against the rider, the track sticky, and a nasty drizzling rain falling all the time. Still, as all arrangements had been made, Engleheart decided to start, and succeeded in easily beating his previous best time from five and one-fourth miles up, his ten miles' time being twenty and four-fifths seconds faster than his record made on August 27th last. The event had been duly advertised, and in spite of weather, a fair crowd had assembled. W. W. Alexander. N. C. U., was timekeeper, and S. Golder, *Bicycling News*, and Walter Terry, Warstone. B. C., checked the laps.

Soon after seven o'clock, Engleheart turned out, attended by Arthur Bills, the well-known Wolverhampton professional, who deserves credit for the careful manner in which he has trained the record-breaker. We append time:—

Miles.	Min.	Sec.	Previous Best.
5 1-4	15	31 2-5	15 32
6	17	46 2-5	17 48 2-5
7	20	49 3-5	20 51
8	23	46	23 53
9	26	43	26 54 2-5
10	29	34 3-5	29 55 2-5

Allard, Buckingham, and Oxborrow, acted as pacemakers. We are indebted to *Bicycling News*, for the above information.

WEATHEROAK HILL CONTEST.

WEATHROAK HILL, Birmingham, was the scene of a hill climbing contest Saturday afternoon, the 21st May, and resulted in a victory for F. Moore on a Quadrant racing bike, with "Faed" second on the same kind of machine. There seems to have been some unpleasantness from the fact of the claim and protest entered that Mr. Allen had been assisted up the hill by pushing, and Mr. Priest claimed that his time should have been 1.30 instead of 1.43, as officially allowed. It was a great day for the Quadrant Company. The condition of the hill is described as very bad and heavy after the rains that had fallen a short time before. We append below a table of the first seven men at the top:

Rider.	Machine.	Weight.	Gear.	Driv- ing	Wh'l.	Crank.	Time.
F. Moore	Quadrant Racing Tricycle,	lbs.	in.	in.	in.	in.	m. s.
A. I. Wilson	Quadrant Racing Tricycle,	About 30	49	30	6	1	27 3-5
J. Moore	Bown's Dromedary Safety,	About 30	49	30	6	1	30 4-5
M. D. Rucker	Beeston Humber Racing	.....	52	30	7	1	36 4-5
	Cripper Tricycle,	.....	57	30	6 1-2	1	42
W. Terry	Beeston Humber Safety,	About 40	52	..	6 3-4	1	42
J. G. Priest	Quadrant Racing Tricycle,	About 30	49	30	6	1	43
W. Allen	Beeston Humber Roadster	About 48	39	30	7	2	17 4-5
	Safety,						

We have once before given the gradient of this hill, but we give it now. The total distance is 1060 feet, and it starts with rise 1 in 12, and continues in the following order: 1 in 10, 1 in 8, 1 in 6 1-2, 1 in 7, 1 in 8, and finishes with 1 in 10.

LITERATURE.

AROUND THE WORLD ON A BICYCLE.

WE are in receipt of the first volume of Mr. Stevens' book of travels around the world on a bicycle, "From San Francisco to Teheran." A great many of our readers are already familiar with the history of this wonderful tour, through the columns of *Outing*, but we doubt if the pleasure of reading any narrative in serial form can be equalled by the satisfaction of reading it in book form. We must say we derived renewed pleasure in reading Mr. Stevens' story in its new shape, and we would strongly recommend every wheelman, who is at all fond of the wonderful, and admires pluck, to secure a copy of "Around the World." As to the literary merits of the book, it commends itself by its simplicity, and the entertaining way the story is told. The world and its curious people are shown in a manner never before exhibited. By the peculiar mode of travel, the writer is able to present to us, phases of foreign customs and scenery, which the ordinary traveller through the same country never has experienced or seen. It is not only a book for the cyclist, but it is a book that must take its place alongside our Bayard Taylors and our Cooks, on the shelves of every well appointed library in the country. Mr. Stevens' writings impress one with a feeling of admiration for the qualities of pluck and modesty that he possesses. The book (vol. 1), contains 547 pages of reading matter; 110 illustrations. The preface is by Col. Higginson, and the book is dedicated to Col.

A. A. Pope. The cover is very handsome, printed in three colors, the design representing Cupid crowning Mercury for having encircled the globe on a wheel. The frontispiece is a colored likeness of Mr. Stevens, in the costume he wore in India. Mr. Stevens offers to furnish "autograph copies" to all who send their orders to *Outing* office, No. 140 Nassau Street, New York. The book is published by Charles Scribner's Sons, 743 Broadway, New York. Price, per volume, \$4.

RECENT PATENTS.

List of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

No. 362,220, Speed-gearing for Bicycles, Philetus E. Linnell, Charlotte, N. C.

No. 362,407, Bicycle, Geo. T. Warwick, Springfield, Mass. Patented in England. The tubular back-bone and fork have walls decreasing in thickness from the head to their lower extremities. The invention relates also to the handle-bar, saddle and treadles.

No. 362,500, Bicycle, John W. Emsley, Philadelphia, Pa.

No. 362,514, Bicycle wheel, William S. Kelly, Smithville, N. J. The spokes are formed in pairs by bending wire to a V shape, and are passed through the hub from one side and entered on the opposite side to the rim in divergent lines, without crossing each other. The hollow rim has a flat-bottomed groove and thickened base.

No. 362,763, Handle-Bar Fastening for Bicycles, J. B. McCune, Worcester, Mass., assignor to the Springfield Mfg. Co., Boston.

No. 362,853, Cyclometer, J. G. Pool, Mt. Carmel, Conn.

No. 362,883, Cyclometer, Wm. R. Dutemble, Providence, R. I.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

STOLEN.

By a man giving the name and address of F. A. Chase, 48 Pinckney Street,

40-inch Marlboro' Club Tricycle, No. 5617

The number is stamped on the front tube and on the cover of the automatic steering.

The machine has a 22-inch steering wheel with coil-spring fork. The steering fork has been painted; the rest of the machine has the original enamel.

Telegraph, at our expense, any tidings of this machine. Information which will lead to the capture of the thief, will be liberally paid for.

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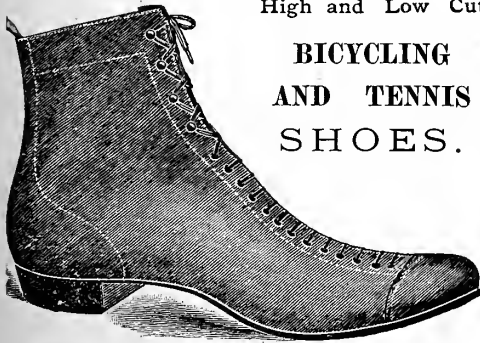
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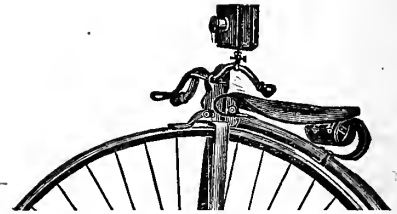


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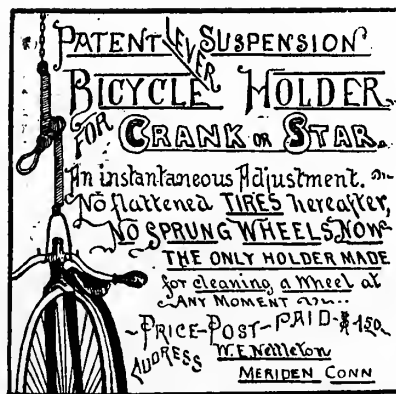
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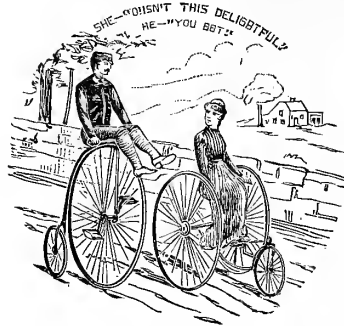
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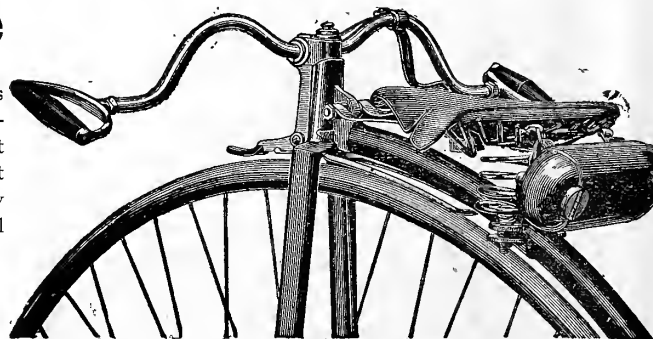
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— BY —

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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 10 JUNE, 1887.

INDEXES for volume XIV are now ready for the usual distribution. Subscribers can obtain same by writing for them, and enclosing a one cent stamp.

IN this issue we wind up our strollings among the trade in the city of Boston. We personally visited every manufacturer, importer, and dealer, and we became convinced of the healthy and prosperous condition of the trade generally. We found, on conversing with several of those in the trade, that the business seemed to have settled down to more of a solid foundation. To use the language of one of these gentlemen, "there is less hurrah boys!! and more business." It is a fact that in almost every instance, we found that the capacity to supply the demand, was strained to the utmost, a condition of things we hope to see perpetuated.

WE sincerely trust that every wheelman in the Oranges, Montclair, N. J., and vicinity of those places, will feel called on to act as a special detective, and bring to justice the miscreant who ran down Mrs. Green on a Montclair sidewalk, last Monday. It ought to, and *will* make every manly wheelman's blood boil, when he reads the account of the affair as set forth by "Ratchet" in his Newark notes. It will be a lasting disgrace on the wheelmen of that section, if they allow the fellow to escape. We understand the authorities of Montclair will be very strict in regard to the sidewalk ordinance hereafter, and we hope the violation thereof, will meet with speedy and merited punishment.

AT the request of Mr. I. B. Potter, Chairman of the L. A. W. Rights and Privileges Committee, we called on Mr. Whiting, the Chairman of the Boston Board of Police, to get the Board's official opinion as to the propriety of allowing cycles equal use of all driveways with the horse and carriage. Mr. Whiting very cordially expressed his *personal* opinion in favor of allowing cycles equal rights with other vehicles. He applies the rule of common sense and justice to this matter, and so long as wheelmen behave themselves, there is no reason why they should not enjoy equal privileges with horse owners. That was about what the courteous chairman said. We are in hopes to get the *official* utterance of Mr. Whiting,

authorized by the Board, so as to present same to Governor Hill, in evidence against the narrow-minded prejudice of "them Park Commissioner fellers" in New York.

IF what we hear is correct, it is not improbable that aluminium will soon be produced at a much lower cost than has been possible before. Whether the cost will be such as to admit of the use of this now precious metal for utilitarian purposes, yet remains to be seen, but the following points taken from the *Scientific News*, an English paper, are of interest to those who have believed in the possibility that aluminium might be utilized in the manufacture of cycles. "It is a trifle lighter than glass, only a quarter as heavy as silver, and one-third as heavy as steel, and is much stronger than the latter named metal. It is proof against action of moisture, and in color it resembles silver. As for the supply, it is stated that aluminium probably exists in the earth's crust in greater quantities than any other metal. Aluminium has usually been obtained from one of its native compounds, a mineral known as cryolite, by an expensive and rather complicated process. It now appears probable that we shall have it supplied at a comparatively cheap rate by a new process, which has been invented and developed by Messrs. E. H. and A. H. Cowles. This process is extremely interesting, not only on account of its novelty, but because it is applicable to many other than aluminium compounds, and opens out a series of possibilities the importance of which it is difficult to over-estimate. The process of the Messrs. Dowles consists, briefly, in the use of an electric furnace, in which the temperature attained, is much higher than has been possible hitherto, and by means of which highly refractory substances, such as corundum, may be fused and made to undergo decomposition and recombination. The current for heating the furnace is obtained from large and powerful dynamo-electric machines. If this wonderful metal can be produced at say, three times the cost of steel, it opens up the delightful possibility of our riding ten pound bicycles, and twenty pound tricycles, with all the strength in same, as now contained in the forty and seventy pound machines of to-day."

ERRATUM.

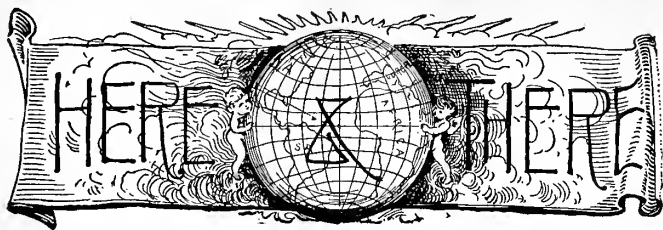
WE desire to call attention to the first page of this paper, which contains the advertisement of the Overman Wheel Co. By the law which governs errors in the imposing of types, we got things very much mixed last issue, in the relative positions of the way the men finished the Clarksville race. We make the correction and the apology to all parties concerned, in this issue.

SPECIAL OFFER.

THE transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such, should be encouraged as tending to the permanent good of cycling in more ways than can be referred to here, the BICYCLING WORLD Co. will send to each new subscriber whose subscription reaches Boston at any hour between midnight of the next eight Saturdays, and midnight of the following Monday, a copy of the "MY CYCLING LOG BOOK," free.

The duration of this offer will depend upon *how long the copies of the "MY CYCLING LOG BOOK," which we have laid aside for this purpose last.* We will, however, give due notice of withdrawal.

Those whose names reach Boston at other hours than those designated can obtain a copy post free by sending us seventy-five cents, and new subscribers will be furnished with a copy of the "MY CYCLING LOG BOOK," and the BICYCLING WORLD for one year, for one dollar and seventy-five cents in advance. To non-subscribers the price of the LOG BOOK is one dollar and a quarter. The LOG BOOK is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised.



NOTES BY

"LONDON, W."

My dear "Pedals," I am not sensitive in the least on the matter of tights, but I suppose our relations will always be strained on the subject, for you like them while I detest them, and would not appear in public with my legs encased in the clownish things for any consideration that you can recommend. If one were always on his wheel when out for a ride I might be tempted to put on a pair, but as I sometimes find it convenient to dismount, and wish then to appear dressed, I feel constrained from motives of modesty and decency to abjure an apparel which must offend most people's ideas of propriety. I cannot agree with you that the number who wear them is on the increase; on the other hand I fancy I have noticed a decrease in their use. At all events, I know of several who at one time wore them but now content themselves with the more becoming knee breeches. They may be comfortable, but they are not pretty, unless I except those occasions where the plumper legs than yours and mine fill them, and those legs belong to fair creatures of a different sex. For nimble legs, capering to the lively music of an orchestra, and set off by a stage glare, I like them well, forsooth.

I HAVE alluded, in times past, to a class of men who sponge on the makers for machines, a class infinitely worse than a maker's amateur who enters into a square contract, and gives a *quid pro quo*, for whatever he receives. I was told the other day that one of this genus has carried his game so far, and been so promiscuous in his search for free wheels, that he has been black listed by the Board of Trade.

The unfortunate condition of the Massachusetts Club's affairs is a warning to other cycling clubs to think twice before they burden themselves with a load they may have difficulty in maintaining. But above all it should prove a lesson on the value of harmony. It is well known that internal dissension is the real agent which destroyed that once strong and prosperous club. It is a bad thing for cycling to have the organizations we have been proud to point to as evidence of the strength of cycling, tottering with decrepitude. The Massachusetts Club has deserved a better fate, and its weakness is the occasion of many expressions of regret and sympathy.

THERE exists a general feeling of regret and disappointment that Woodside should have turned out so inferior to Howell. With this feeling comes a desire that another representative might cross to England and meet the champion. It is but little satisfaction to feel that we possess a man whom we believe capable of holding his own against all comers, and I echo the sentiments of many wheelmen when I say that it would be a great thing if W. A. Rowe could be persuaded to go to England and race against Howell. He is the fastest man we have, and would undoubtedly show that he is the equal of any cyclist Great Britain can place on the path. If there is any way of sending Rowe across, let his friends in Lynn suggest it.

I HAVE at last received my Victor safety, and on Sunday last, enjoyed almost my first run of the season. It was not a long run, but it was a pleasant one. Many wheelmen rode out, and they comprised all sorts and conditions. The "wary wobblers" threaded their uneven course, staid tricyclers pedalled sedately along, occasionally a tandem was seen, and uncouth "Johnnies" with long trousers, hurried along vigorously, if not gracefully. I met "Pedals" and his tights, on an Apollo safety, with a number of Suffolk Wheel Club men, closely followed by a lot of Dorchester men. I wondered if they were not training for the Eastern Road Club races to-morrow. As I was coming home, I caught up with a couple of cyclists, who resisted every effort of mine to pass them, successfully, until we struck a bit of very heavy going, when they dismounted and took to walking. Then was my opportunity, and I scornfully passed them on my rear driving safety, with an air of superiority and much satisfaction.

THE rains descended, and the floods came, the roads were seas of mud and quagmires of moistened clay, as the Boston Club "Tantivy," with "four up,"—which is English by the way—left for Sharon.

The quartette was determined to wheel to its destination, if it had to walk, if I may be pardoned for the bit of Hibernianism. So the four-in-hand Victoria was brought out, saddles adjusted and everything made ready for a start. Sammy Turner climbed into the "cowcatcher's" seat. Ned Hodges came next, where his strong arms could man the helm. London W. took the third seat where he could get the full benefit of the mud, from two sets of wheels. Chris Donahoe brought up in the rear, and acted as general overseer of the party. Chris was placed in charge of the suttler's department, and looked to it that the "Multum" was well supplied with "medicine," to keep the crew from becoming chilled. It was a sad mistake to place him so near the medicine chest, as he kept up an interminable chatter, got off stupid jokes, thumped London W. in the back and generally made a nuisance of himself. He wanted to boss the helmsman, and tried his hand at repartee, whenever facetious passers indulged in remarks about us or the machine. On one occasion as we were ploughing through heavy going, he suggested taking to the sidewalk; Ned to keep him quiet gratified his desire. He then found fault that the sidewalk was "not a good one," much to Ned's disgust, who called attention to the fact that it was the only sidewalk there was.

BUT I am digressing. Mounted as I have said, and with coat collars turned up, and hats pulled snugly down, the crew pedalled the Boston "Tantivy" out from the city. Sloppy indeed were the bad macadamized streets, and merrily but wetly, the four-in-hand splashed out towards the suburbs. When at a respectable distance from the busy town, the team stopped and sampled the commissariat. With renewed vigor we went along through the slush. Soon the roads became heavier, the rain fell faster, and it became a grind. Up hill and on the levels, the team worked steadily and vigorously, but when the great hills of Milton, Ponkapoag and Canton were topped, with a wild rush, the Tantivy sped away at a marvellous gait, sending the mud and water flying high on either side. Hard pushing, some walking and coasting, and a few stops for the invigoration offered by the suttler's stores, was the order of the day, until Cobb's was reached, where a halt was made, for a bite of bread and butter. Again the dirty bedraggled four pushed onward in the dark, until the welcome lights of Massapoag glimmered in the rain across the lake. The four-in-hand behaved nobly, and with a good crew, and decent roads, should prove as fast as it is staunch and steady.

ENGLISH LETTER.

"SENATOR."

IF you or your readers ever should have occasion to visit this, the land of the Britons, let me implore you to bring your own stoves with you, in case you have to travel on a British railroad on a cold night. In one of my epistles from Ireland I had occasion to complain of the railroad accommodation. It don't improve any. Journeying from Aberdeen to Glasgow, en route, for Leicester, England, the American team stopped over in Glasgow a few hours, and in company with a few leading cyclists paid Queen's Park a visit, and were agreeably surprised to find a splendid quarter-mile cinder path on the well-appointed athletic grounds of the above name. Its shape is oval, with wide corners, hardly raised enough, but raised some. The team appear on this track June 16th under the auspices of the three leading Glasgow clubs, and as the mile record is 2.51, we at least expect to put up Scottish records a peg or two.

LEAVING Glasgow at 9.15 P. M., we experienced a chilly—nay, spine-freezing ride of ten hours to Birmingham in the apology for railroad cars—and it took several hours to thaw us out sufficiently to look pleasant. Arriving at Birmingham a visit was paid to the newly improved Aston track, which is a third lap, and raised splendidly some three feet at the corners, and is 18 to 24 feet wide.

HERE the N. C. U. championships are to be decided on May 30th and in July. The surface is of a mixture of ashes and brick dust, and in my opinion is as fast as any outside Springfield—barring, possibly, Long Eaton—which I have not as yet seen. Humming on to Coventry the same morning, we at once paid the new Coventry track a visit—and here presented to us the novelty of seeing a quarter-mile track raised three feet all around, straights and corners. Mr. Golder, of the *Cyclist*, who accompanied us, declares *this is the fastest* in the kingdom. Well, it remains to be seen; it certainly looks good, and of the same material as Aston, with a splendid even surface.

TAKING the 5 o'clock train from Coventry, we arrived in Leicester, 30 miles distant, at 6 o'clock, and received hearty greetings from strangers who met us. The enormous attendance at the races and the result you already know—suffice it to say we did our best to keep the Stars and Stripes and the eagle to the fore. The brilliant win of Temple atoned for the honorable defeat of our champion,

who certainly did the hardest work of the two, although he did not win. The Leicester people are a fair, impartial lot, and the fact of their carrying Woodside to his tent, followed by a thousand people, speaks volumes for our treatment at the home of professional cycling.

FROM Leicester to this city—happily styled the “Modern Babylon”—is only a three hours’ ride, and we reached St. Pancras Station Tuesday last at 5.15, being met by Messrs. McCandlish, *Wheeling*, H. J. Kelly, *Cyclist* and *Bicycling News*, M. P. Spencer, Hon. Secretary Finsbury, Park Cycling Club, and other gentlemen. The first-named journalist wrote up the most entertaining and brilliant interview yet published regarding the team, for the famous *Pall Mall Gazette* and the London *Daily News*, each having a column of original, spicy matter, in the best style of the joint author of “Chestnuts.”

A WORD here regarding the Associate Editor of *Wheeling* may not be out of place, as the latter journal deserves the sympathy and support of all American cyclists, for its fearless stand taken at all times in defence of all things American. W. McCandlish can be likened to BICYCLING WORLD’s chief Editor in personal appearance, height and weight; with one exception, he is a blonde. He has the smartness of the advance agent of Barnum’s Circus, and a facile pen of immense range of subjects appertaining to sports. When I tell you he is the principal writer of “Turf Topics,” for the *Irish Sportsman*, Dublin, the *Daily News*, of this city, and other leading journals, you can easily understand that he is a busy man in the world of “Sporting” literature, as the work he does in *Wheeling*, with his clever partner, T. Percy Low, is a work of magnitude in itself.

H. J. KELLY, of *Bi. News*, is a young man after the W. W. Stall order, and is a most pleasant, energetic wielder of the pencil and pen, and is on good terms with his brother scribes. (Lacy and C. W. F., take notice.) Mr. Kelly’s interviews with noted persons under the nom de plume “Comus,” are pretty widely known for their tartness and graphic features. C. W. Nairn, the London Editor of the *Cyclist*, is the “Papa Weston” of Cycling Journalism in the metropolis, if not in Great Britain, and is beloved quite as much as the Sage of Savin Hill, by all who come in contact with him. I had an interesting chat with Percy Low, Kelly, and Nairn, who formed an interesting and instructive group of Journalists, at Finsbury Park meet, and at Alexandria Park, on Saturday.

OUR headquarters, the King’s Arms, is within a half mile of the Alexandria Park, and I occupy the rooms that Gatehouse, Furnival & Co. occupied last year, when training for records at the A. and P. The A. P. track is a third of a mile of sandy or gravel surface, with a pronounced down hill one side, and a correspondingly incline on the home stretch, and no very fast bicycle records will ever be recorded to its credit in its present condition, although some fast tricycle or tandem work may be done. Cathcart will get it into the best possible shape for his June meeting, and you can count on the international races being a grand success, if favored with fine weather.

CATHCART, like Ducker, knows how to advertise, and is equally as hard a worker, and is, I may say, just as well liked by the majority. Mr. Cathcart, like Mr. Ducker, is of the “gingery” complexion, and is, I should say, a man cut out for big schemes, like our own “Springfield Barnum.” There will be grand racing in London, and when the Welsh, Irish, Scotch, English, Germans, French, Americans, Dutch, Swedes, and others which are sure starters, meet, there will be war.

FOR the sake of the sport, for the credit of America, and for other reasons, Springfield should give the annual tournament this year. It can’t be because the necessary cash cannot be raised, for I could go to Springfield and raise fifty-thousand dollars in twenty-four hours, for a tournament, if Ducker’s name as manager was mentioned. Brace up Ducker, go ahead, with or without your club’s sanction.

THE American team took train at Kensington, with Buffalo Bill, on Friday, and “yours truly” by the courtesy of M. P. Spencer, and the influence of W. P. Bartley, obtained a pass and seat in the strangers’ gallery of the house of Commons same night,—result, got interested in a debate on the crimes bill—twelve o’clock before I knew it—missed last train for Wood Green, and had to stop in town over night.

RAIN interfered with Saturday’s sport, which prevented large attendance and made a muddy track. The creme-de-la-creme of cyclists and journalists, were there, and the “Yanks” received a flattering reception and praise from the pen pushers. The result of professional handicap, one mile,—six starters. Woodside, American, scratch, first; Temple, American, forty yards, second; Patrick Wolverhampton, one-hundred and fifty yards, third.

WE leave here to-morrow for Birmingham, and race at Aston, on Monday 23rd, Howell vs. Woodside, ten miles, professional handicap, etc. Our engagements follow, Wolverhampton 30th, finishing June 4th, Coventry 11th, Glasgow 16th, Edinburgh 18th, (Scottish Meet,) London, Cathcart’s, June 23, 24, 25, and 27, and other work to follow. Temple is going fast, and gives Battensby, the English flyer, forty-five yards, if he starts in the Wolverhampton handicap next week. Woodside is doing well, but is a little heavy yet.

NEW YORK.

“THE RAVEN.”

THE latest move on the part of the horse-men to defeat the “Liberty Bill,” regarding Central Park, is the circulating of adverse petitions, among the various Exchanges, urging upon the Governor, the fact that they will throw five-thousand votes against him in this State, if he don’t sign it, and I think that that logic will be accepted by him as a great deal more powerful than any petition could possibly be. I am informed from the “inside,” that the Governor will most assuredly sign the bill, after he has gone through the form of a hearing from its promoters and objectors, which hearing takes place this week.

My recent trip to New Jersey to witness the team race of the Alphabetical Association, has convinced me that the mosquitoes have begun their annual drill over there, and there is no awkward squad among them, either, as they drill to perfection.

THE second race for a handicap over a four-mile course on Riverside Avenue, was held Saturday, by the Yonkers Bicycle Club. The prize was the club medal, and A. G. Holbrook, won from scratch in fifteen minutes twenty-two seconds, with W. L. Thorne, ten seconds handicap, second, in fifteen minutes thirty-eight seconds. This is the second time that Mr. Holbrook has captured the event.

THE Manhattan Athletic Club’s games on Saturday, allowed Jesse Powers, from scratch, to score his first win of the season in six minutes fifty-two and one-fifth seconds for the two mile handicap, while his younger brother Harry, from the one-hundred-yard mark, took second place. The latter’s riding shows him to be a promising youngster, who will bring no discredit upon the racing reputation of the other member of the Powers family.

I WANT to commend to the kind consideration of the wheelmen of Boston, a prince of good fellows, who intends shortly to cast his lot with them. I refer to E. L. Davenport, Jr., a son of the well known actor of that name; he is booked for the season in the stock company of the Boston Museum. You will find him to be all and more than I claim for him, and a valuable addition to the already large lot of good fellows you have among Boston wheelman.

MR. W. B. PAGE, of the Pennsylvania University, well known as a long distance tourist of some note, sailed Saturday on the Aurania, to contest in the English championships. Mr. Page will contest as a high jumper, not as a cyclist. He informed me that his training in England would be very much the same as he had heretofore adopted in this country, viz.—riding a wheel as much as possible, with a daily attempt at the jump, with the mark slightly increased at each attempt.

THE new Flushing Athletic Club, which is a combination of the Mercury Wheel Club, Niantic Club, and Nereus Rowing Club of that village held its inaugural meeting on Saturday, on their new five lap track. The one-mile bicycle race was won by S. E. Gage, in three minutes fifty-two and one-fifth seconds. The club set an example in setting a spread for the newspaper men after the affair, that I should like to see followed by all other clubs, at whose games I may have the pleasure to be present.

THE location for the proposed new club house of the amalgamated New York-Ixion Club will probably mark a new departure in location. Heretofore it has always been considered as absolutely essential that all wheel clubs should locate as near 59th street as possible, that street being at the very beginning of that portion of New York that is rideable, but the new club proposes choosing ground near 75th street and West End avenue, a move on their part which causes all the know-alls to shake their heads and prophesy a failure.

I HAVE just heard a good story about Dr. Emery, one of the Massachusetts representatives at the recent meet in St. Louis. My informant says the doctor occupied a seat in a crowded car next to two young ladies. One of them was pale and thin, and seemed to be suffering. At a corner the invalid got off the car, and the doctor turned to the remaining lady and said: “I perceive your friend is an invalid.” “Yes,” was the reply, “she has a heart trouble.” “Probably an aneurism.” “No, only a wheelman.” Curtain, to slow music by the conductor’s bell punch.

I HAVE often had occasion to remark upon the inappropriate dress of wheelmen and women in New York, but for pure unadulterated nerve in this direction Brooklyn takes the banner with a party known as the "gold band fiend." This gentleman has a full nickeled Rudge rotary tandem, and rides it, accompanied by a lady in the most startling costume on record. The lady wears a long black velvet dress, or rather riding habit, ornamented with inch-wide bands of gold braid, with a jockey cap, still further gilded, while the gentleman compromises by wearing a velvet suit, minus gold braid, except upon the cap. The effect of this startling combination, when visible upon the Park roadways, would cause the parade of Forepaw's Circus to look like a candle alongside of an electric light.

NEW JERSEY NOTES. A TOURNAMENT on the Roseville track on 4 July, is a sure thing. A committee from the N. J. Division, L. A. W., and the Directors of the N. J. C. and A. A., held a joint meeting in the rooms of the N. J. Wheelmen, on Saturday evening, and arranged for the use of the grounds on the above date, for their annual championship races. The races will be about eight in number, and may possibly include one or two professional events. The annual business meeting of the Division, will be held in Orange, in the forenoon of the same day. The programme will be out in a few days, and as the track will be in thorough order by the fourth, some good sport is assured.

THE Spauldings have been thinking of running a race meet on the Roseville track this month, but have not settled it as yet.

HARRY J. HALL, JR., was completely used up in the road race, and is compelled to use a carriage, instead of a "coffee mill," in traveling about.

D. B. BONNETT, of the Elizabeth Wheelmen, is a wonderful "stayer," for a man of his years, while Caldwell is looked upon as a "little wonder."

YOUR printer made me say, in my account of the road race, that "Charley was started off just fifteen minutes behind the racers," when it should have read *five* minutes.

J. H. POWERS, Harlem Wheelmen, won a two-mile bicycle race at the Manhattan Athletic Club games, on Saturday, in six minutes fifty-two and three-fifths seconds. H. L. Powers, same club was second.

CHARLEY KLUGE dropped in to see me the day after he made the tricycle record, and said he felt as fresh as a daisy. He is satisfied that he could have made even better time had he had any pace-makers.

THE boys are all anxious to hear of a race for twenty-five miles being arranged between Stenken and Hall, but the chances are that they will be disappointed. The Jersey City boy is ready at any time, but—

EXPERTS who have visited the Roseville track this season, pronounce its condition as "first-class." It will be hardened down considerably, by the fourth, and it is predicted that fast time will be made on it.

C. S. STEVENS of Millville, took second prize in a one-mile bicycle race at West Philadelphia, Saturday, his time being three minutes nineteen seconds. L. J. Kolb was first, in three minutes eighteen and four-fifths seconds.

MR. L. H. JOHNSON, of Orange, took a run to Long Branch, on Sunday, and states that the road from Matteawan to Middleton, which was last year unrideable, is now in prime condition. The distance between the towns is eight miles. Mr. Johnson covered about sixty-five miles on his day's jaunt.

THE general opinion is, that it would have been more manly for Harry Hall to have set pace for a portion of the distance on Decoration Day, than to have played the point he did. However, Charley Stenken says he will meet him again before the close of the season, where he may not have things all his own way.

DORLAN, of the "Ramblers" of Nangattuck, Conn., while riding through the Oranges, 29 May, was "pocketed" by two carriages, and in pedalling to get clear, took a bad fall, landing on his head. He was picked up unconscious, and concussion of the brain was feared for a time, but at latest accounts, he was slowly recovering.

PECK, familiarly called "William Henry," in an attempt to "scorch" the members of the Penn. Bi. Club, was worked so hard by the Quaker City boys, that he kicked off both his pedals. "William Henry" is "just aching to do some one up" on the road, and

has a standing challenge open to any rider in Northern New Jersey. (Star men preferred).

THE medal offered by the Elizabeth Wheelmen to the member making a mile inside of three minutes, was won on Saturday, by W. H. Caldwell, who covered the time in two minutes fifty-six seconds. The time was made on the Boulevard, and Caldwell ran away from his pacemaker at two-thirds the distance. It is safe to predict that the "little wonder" will have a record close to 2:40, before the season closes, barring accidents.

THE genial Walt Higgins was walking up one of the avenues in Brooklyn, the other day, and meeting a policeman, who was holding up a lamp post on a corner, asked: "Sergeant, can you direct me to Bedford avenue?" The policeman, turning round with a comical expression on his countenance, said: "Be-gorra, me foine fellow, an' oi wish oi was a Sergeant, but bad cess to me, oi'm nothing but a common every-day policeman."

SEVEN members of the Atalanta Wheelmen of Newark, reported having ridden an aggregate of 2,264 miles during May, C. G. Halsey headed the list with 507 miles to his credit. On Decoration Day, at eight o'clock, eleven members of the club started for a run to Morristown, reaching there at eleven. After dinner at Day's they were shown through the Morris Plains asylum, and left at five P. M. for home, where they arrived about eight, having covered about fifty-five miles.

THE fervent prayer of the cyclers, hereabouts, is that the miscreant—he is not worthy to be called a wheelman—who, while riding at racing speed on the sidewalk, in Montclair, 30 May, knocked down Mrs. Robert Green of that place, and horribly injured her about the body, and then dashed away without so much as looking to see whether she was dead or alive; may he be caught and taught a lesson, which will be a warning to all riders to keep where they belong—in the road.

WASHINGTON. How quiet a wheeling centre seems just after a meet. I presume St. Louis feels it; I know Washington does. Not merely in proportion to the size of the respective meets either, for St. Louis is a busy place, and Washington is not. Here ninety-nine per cent. of the riders rub their eyes open at eight, breakfast about half-past, mount their wheels, and roll lazily down-town over the smooth concrete to work at nine. They don't kill themselves either, for a large share are government employes, and are merely machines. At four, the day's labor is over, and they pedal slowly homeward, under the sun, which is hottest at that hour, and over the soft concrete, eat their dinner, and take it easy until bed-time.

OUR drill and meet are over—our guests have gone. Well, we had a good time, withal, and I enjoyed it. I noticed one custom that is growing among wheelmen. Where a lot of the boys meet, and are introduced, they don't always remember each other's names, you can't expect it. But most club men wear the names of their clubs on their caps now, and are more often known as "Hagerstown" than Beachley, for instance.

COLLAMER suggested something to me the other day I want to submit for your consideration. He says the League ought to buy the sole right to manufacture and sell a peculiar toned whistle, so League members could call each other in a crowd, or after dark, or at any time. I think the idea a good one. Here in Washington, the popular metallic duplex whistle is used by the cheesers; and to sound one is to bring a blue-coated knight of the club to your side at an instant's (?) notice. We are requested not to use them.

THE coming Hagerstown races are all the talk at present. There have been many entries from here, including all our scorchers. The several clubs are making up parties, and will attend in large numbers. I received this morning a batch of notices signed by L. M. Cole, General Ticket Agent of the B. & O. Railroad, which on presentation to ticket agents, entitle bearer to a ticket at two cents per mile each way. This is a sample of the Hagerstown Club's enterprise, as the notices were issued at their instance.

ON Decoration Day, the District Wheelmen held a Hare and Hounds chase, near Sligo, in which the hares were mounted on horses, while the hounds rode their wheels. With five minutes' start, the equestrians led off over roads too poor to be followed, and the poor wheelmen came in at the death, four minutes behind. A dance in the evening concluded the affair, and ameliorated the mental sufferings of the bicyclers. One satisfaction, however: If the hares had led the course over pikes, instead of miserable roads, rendered worse by recent hard rains, they wouldn't have gotten off so easily.

THE © RUDGE © HUMBER © TANDEM.

The King of all Tandems.



FAST, LIGHT AND EASY RUNNING.

Stoddard, Lovering & Co.,

152 Congress Street, - BOSTON, MASS.

❖ We are Well Satisfied ❖

That our Bearing is the Easiest Running on the market
by all odds.

That well known St. Louis wheelman, Harry Gordon, remarked the other day, "That he took a run with a couple of friends, who were mounted on new '87 Light Roadsters, and, coming to a hill, the

LIGHT CHAMPION'S SUPERIOR COASTING QUALITIES

were at once apparent, as he ran right away from his friends. But they were not satisfied, and insisted on trying it again with the same result.

IT IS ONE THING TO TALK, and quite another thing to TALK FACTS, "DON'T YOU KNOW."

The latter two have a pretty effectual way of talking for themselves.

By the way, if you want a Catalogue, let us know, and we will mail you one.

We are also mailing OUR SPECIAL CATALOGUE OF TESTIMONIAL, parts, sundries, etc., on receipt of one cent stamps.

Gormully & Jeffery Mfg. Co.

CHICAGO, - - ILL.

❖ Largest Bicycle Manufacturers in America.

COMPARATIVELY few twilight runs are indulged in, except, perhaps, during May and October. Sunday is our day. Why, you wouldn't recognize the same man in a good active wheelman on Sunday. Fully half of the same take-life-easy crowd above mentioned, are up early Sunday, don bike suits, snatch a breakfast, and hasten down to the club house. Here all is life. Wheelmen come round the corner every few minutes; by nine, the run has started, and Marlboro, seventeen miles, Ashton, eighteen miles, Rockville, nineteen miles, or Cabin John's bridge, (the favorite), ten miles,—nearly all lying on different roads out—are reached before noon. The boys know there's a good dinner, to be had at either of these places about two; after which, smoking, laughing, and roaming through the woods till 5 P. M. No, that's not late. They wait till old Sol begins to sink, before turning homeward.

ST. LOUIS.

"PHOENIX"

C. W. ABBOT of Baltimore is in town, studying up illuminated parades, as Baltimore will have one within a short time. Cycling in St. Louis was greatly benefitted by this means, and as the route covered only smooth pavements, there was little inconvenience to the

riders, which is far more than can be said of the late official tussle over shiny granite—the L. A. W. parade.

CAPTAIN BREWSTER is waking up on road matters, too, and is after his men with a sharp stick for letting the club mileage fall behind last year's record. Florissant is down as the objective point to-morrow.

W. H. HILL of Boston, in company with Mr. Calvin of Washington and our own Harry Morris, has been making the rounds of the little towns lying near the city—probably in the interest of Everett.

COMMON, everyday news items are scarcer than hen's teeth. The boys haven't gotten over the effects of the meet yet, and the club house to-night is comparatively deserted. Everybody wears a fresh, plump look, though.

LINDELL GORDON and Robert Lee recently went to the top of S. O. G., and on Thursday made the toughest run of the season by riding to the terminus of the Gravois road, across to Hillsboro' and back to town over the De Soto hills.

BOB HOLM tells me that President Busch, far from being bored by the recent visit to the brewery, was disappointed that there was not a much larger crowd, and hopes visiting cyclists will make it a point at all times to include the "factory" in their round of sight-seeing.

PROSPECTS are bright for a new and a good club. George Troy, an ex-Rambler, recently sent out a hundred or more postal cards to members of the old club and unattached, which resulted in a meeting at the Lindell last week. They expect to organize this week with about 50 members.

SOME of the M. B. C. members have formed a base ball club, and with the good material they have may make some of our amateur clubs stand round. Will Louderman and several others are also members of the well-known "Little Nicols." who have never been beaten on the amateur diamond.

A MOONLIGHT run to Baldwin is on the tapis to-night, and the voice of Percy Stone, who is about well again, is heard on the asphalt below calling for recruits. The moon is on high, but threatening clouds promise somebody a ducking. Stone, by the way, was very sick, and his weight was pulled down some nineteen pounds.

ARKANSAW AFFAIRS.

"S. G. S."

SINCE my last letter appeared in the cycling press very little of interest to wheelmen has transpired within our borders. The race meet, which was to have occurred at Pine Bluff on the 10th ult., failed to take place, and has been unavoidably postponed indefinitely. The visiting wheelmen were royally entertained, and in the delights of the dance given them on the 18th, forgot that they would not race upon the morrow.

SEVERAL long tours are spoken of at the clubs, and the indications are that Arkansaw will get into the swim yet.

THE Inter-Club Road Racing Association, as set forth by "Bi." in *Wheel*, 20 May, will in all probability meet with approval here. Little Rock, Pine Bluff and Texarkana, however, each have local talent enough to send forth good teams.

THE new Rover-type safeties should have good sales in this State, especially among the more matured persons interested in the

sport. Several of the physicians speak of purchasing safeties and using them in their practice. The M. Ds. don't like the idea of "headers."

THE writer makes no pretensions to road-racing qualities, but he has proven to several skeptics that on ordinary roads a horse can't hold a light" to a bicyclist when it comes to all day riding. He has found one skeptic who wants to race a horse against any bicyclist 10 miles on any kind of road (and the horse is no racer either), for \$100 or more a side! Won't some flyer teach him a lesson?

RECORD OF

THE WEEK.

THE hundred mile road race at Crawfordsville, on June 25th, will cause a great deal of speculation as to the probable winner. The Overman, the Pope, and the Gormully & Jefferey teams are all making vast preparations for the event. In the betting, the Neilson stock has, of course, run away up, but there are many who are willing to put ducats on Rhodes. Crocker comes in for a strong call, while Whittaker's bad showing at Clarksville has by no means shaken the faith of his friends. There may be more surprises in store for us. If the weather is at all favorable there is no doubt very fast time will be made.

CRIST and Foster came together for the first time this season at Woodstock, May 24th. Foster rather got the best of the Washington crack in two, a one and a five mile race.

MR. UPDEGRAFF, of Baltimore, has declined the position of tour master for Maryland. This is generally regretted in that section, as the gentleman would have made a good one.

It is among the possibilities that Brockton will give a grand race meeting some time this fall. Brockton is among the liveliest cycling towns in all New England, and we hope the rumor will prove true.

THERE were 8000 paid gate at the first of the series of races between Woodside and Howell, at Leicester, May 14. This is large, and shows what an amount of interest has been aroused by these international events.

JUNE 17 is the date of the Vermont L. A. W. Division meet. Montpelier is the place, and the programme will include a hill climbing contest, a tour to Barre, a parade, a road race, and a wind up in the shape of a banquet.

RALPH TEMPLE is doing some good work on the path in England. He has managed to show the way to several of the men in the handicap races. This promising young rider, has lately developed a speed that is opening the eyes of his friends.

Wheeling says that Ralph Temple claims to be a trick rider, and that he certainly has the "trick" of pedalling fast in a race. But the funniest thing this same paper says, is that "Ralph Temple is suspected in some quarters of being W. A. Rowe, the World record holder!!

OUR esteemed contemporary, the BICYCLING WORLD, has put on a new dress, adopted a new style of "make-up," and with its handsome new heading, makes a fine paper. It is now, beyond question, the fairest, best edited, and most newsy, of all the cycling weeklies of America.—*The Bicycle*.

THE *Globe* makes a capital suggestion as follows: "Racing men would confer a favor on all spectators by refraining from pinning their numbers on the back of their necks instead of at the waist, where they belong. At the recent Lynn meeting it was impossible to read the numbers of a majority of the contestants."

We hear that Mr. H. E. Ducker is about to move away from Springfield. He offers his house on Worthington Street for sale. If that is so then good-bye to the Springfield Tournament—we shall never look on the like again, unless Henry E. moves into fallow territory and manages to enthuse his fellow townsmen with the old time enthusiasm.

We are sorry to hear that Messrs. Ladish and Hicks, of St. Louis have had to resort to rolling one another on the grass in order to settle their disputes. These two cycling celebrities have been very caustic in their remarks about each other, but we did not suppose it would result in a personal collision. Fie, gentlemen! this is not "elevating to the sport."

A STRAW—In the first twenty who finished in the Catford (England) road race, there were 16 rear driving safeties, 3 ordinaries, and 1 tricycle. G. P. Mills made the quickest time for the 50 miles, doing it in 2.54.15, great time considering the wind. Mr. J. A. Smith won the race on a tricycle in 3.30, he having a handicap of 1 hour and 15 minutes. A. F. Thompson on trike second with 1 hour, 30 minutes start. There were 76 staters.

A FALSE impression seems to have gotten abroad that Mr. C. R. Overman met with his fall, while riding a bicycle in Omaha. This is not the case. He was walking along, and on stepping on to a sidewalk, his foot slipped, he fell forward, striking and cutting his chin, and breaking his teeth. The jaw was broken by the unpardonable clumsiness of the Lincoln, Neb., dentist (?).

In a private letter from England, the writer says: "I saw your man Woodside on Saturday. He's got the training of a big flyer in him, but for some reason was going short, stiff and stilty. He is to be taken in hand by Leeming, who is a grand trainer for sprinters, tho' he cannot handle a stayer, * * * and if Woodside improves in his finish as I think he will, he will be one of the hardest nuts to crack."

We are told on good authority, that His High and Mightiness, the Duke of Beaufort, who is editor of the Badminton series, is responsible for the utter exclusion of matters relating to American cycling, from the Badminton book. It seems, Mr. Pennell had charge of this department, wrote it up, but by "orders" of the noble "Juke," it was ruthlessly cut out. Lord Bury and G. L. Hillier had not any say in the matter.

THE party of Bostonians that went on to the meet are not fond of water as a *steady* beverage, but when they saw the St. Louis water, like all "tender feet," they kicked. We can appreciate their squeamishness, from our own feelings on the subject, when we first gazed on a glass of Missouri mud, but after a while we rather took to the flavor, the only difficulty was that occasionally we had to remove a well developed sand-bar from our thorax.

RACING circles in England have been much exercised over the queer running of Synyer and Furnivall for the 10-mile championship cup. To quote from a private letter: "We had something startling at the hitherto exclusive Surrey meeting. Synyer rode in such questionable style that the whole of the spectators saw through the game. He let Furnivall win the cup for the second time. The result is that he has been suspended *pro tem*, and I do not expect that he will be seen on the path for another year or so."

As we were riding in from town last Sunday, we saw an individual on a tricycle, evidently a novice, loitering up a slight grade, working as hard as though it were a Corey or a Sun-of-a-gun. He was sitting down so low that his knees almost struck his chin, and yet no doubt the poor man wondered what made the "darn thing go so hard," and roundly cursed his luck for being inveigled into cycling as an "exhilarating sport." We almost made up our mind to accost him and put him in some sort of form, but, alas (for him), our innate modesty forbade.

"THE 400 copies of 'X. M. Miles' which have been shipped from the manufactory during the first four days of summer," writes Karl Kron, on 4 June, "include 135 to England and other foreign countries, 181 to the Pacific coast, 16 to Harrisburg (the city which sent my earliest paid subscriber), and the rest to 'advance paid' patrons. I hope to get 800 copies off during next week, including the order for New York, and to have my Boston box ready by the 15th. At the foot of my monster placard, I've run in a free ad. of Lord Bury's Badminton book on 'Cycling,' as on sale at office of BICYCLING WORLD. I print 5000 of these show-bills, for pasting at all the cross-roads or 'danger-boards.'"

THE Executive Committee of the Eastern Road Club, held a meeting at the Boston Bicycle Club House, last Friday, and made final arrangements for the road race to take place to-morrow, (Saturday,) at 3.30 P. M., starting from the corner of River and Washington Streets. The course, as already published in the WORLD, will be—start corner River and Washington street, Dorchester, down River street to Hyde Park, direct to Dedham, Dedham avenue right, to Webster street left, to Highland avenue, to Rosemary street, and return over the same course to the starting point. The distance is twenty-five miles. Four, and possible five, clubs will participate in this race, and as all of the starters are training hard, some hot work may be looked for.

AMONG THE CLUBS.

LAST Tuesday evening the Massachusetts Bicycle Club took final action in regard to their future, and we regret to say that disbandment was formally decided on. It was concluded best to place the matter of settling up the affairs of the club in the hands of a committee, which will have full power to take possession of the property, dispose of same and pay all the outstanding debts of the club. The next meeting of the club will be at the call of the committee, which will report liquidation of all liabilities, and render a financial statement. After this is satisfactorily accomplished, the club will

then vote for the final abandonment, and the old Massachusetts Club will be known no more. During the evening of the last meeting, a committee from the Boston Club waited on the Massachusetts Governing Committee, and extended to them a cordial invitation to use the Boston Club House during the summer months, or until such time as the club were without quarters or disbanded. This offer was placed before the general meeting of the Massachusetts Club, and the generous overture was accepted with a due appreciation of the sympathy and good fellowship displayed therein. Mr. Charles Richards Dodge, the President of the Massachusetts Club, had just returned from Europe, and was therefore in time to preside at this most important meeting. Some fifty odd members were present. The assets of the club will be ample to cover all the debts, which are not large. As to the fine club house, and what disposition will be made of same, it is not yet known. The corporation have several things in view, but what will be done is not yet settled. Every cyclist who has known the Massachusetts Club and partaken of their hospitality will grieve at the necessary action of the club, and deplore the internal dissension that led to its downfall.

THE Suffolk Wheel Club runs to Echo Bridge, June 15, Milton Lower Mills, June 17 (evening); and Waltham, June 22. June 29, 30 they go to Salem and Lynn on a two days' outing.

THE Century Wheelmen of Philadelphia, are very well pleased with their new quarters at No. 1807 North Broad St. A cordial invitation to all visiting wheelmen, to give them a call is extended.

THE Lynn Cycle Club Association will celebrate the anniversary date of the formal opening of their track by having a base ball game in the morning, a road race in the afternoon and a blow out in the evening.

CAPTAIN C. L. SMITH of the Cambridge Club has issued a call for the following club runs during June: June 12, morning run to Arlington, starting 10 o'clock; June 17, run to Nantasket, starting at 9 A. M.; June 19, run to Echo Bridge, starting at 2.30 P. M.; June 26, run to Cobb's Tavern, Sharon, starting at 9 A. M.

THE first large run of the season by the Pennsylvania Club was to Orange, N. J. The party consisted of thirty men, members and guests. This club has developed a taste for music, which is likely to be a source of great pleasure to the members and their friends. This taste has taken the concrete form of an orchestra, of which there are twelve members.

CAPTAIN W. K. COREY, of the Brookline Cycle Club, has issued a call for the following runs: Saturday, June 11, leaving Trinity Square, Boston, at 2.30 P. M., to attend road race of the Eastern Road Club, starting from Dorchester Lower Mills at 3.30 P. M.; Friday, June 17, all-day run to Sharon, leaving club room at 9.30 A. M., dinner at Cobb's tavern.

THE Star Bicycle Club of Detroit, Mich., will be pleased to welcome wheelmen (of whatever persuasion) to our city, and will do its utmost to make their visit as pleasant as our resources will allow. Our President and Secretary-Treasurer can be found at No. 30 Seitz Block, Congress Street west, and our Captain at the corner of Miami Avenue and Witherell Street. (East Grand Circus Park.) L. A. W. Hotel, The Brunswick, corner of Griswold and State Streets, one block from City Hall. Rates to L. A. W., \$2.00.

AT the regular monthly meeting of the Roxbury Bicycle Club, held Friday evening, June 3rd, Captain J. S. Lowell called runs for June as follows:—Sunday, June 5th, Middlesex Fells, at 10 A. M.; Wednesday, June 8th, moonlight run to Chestnut Hill Reservoir, at 7.30 P. M.; Sunday, June 12th, Lexington, at 10 A. M.; Sunday, June 26th, Framingham, at 9 A. M.; all starting from corner Westland Avenue and West Chester Park. Sunday, June 19, Nantasket, at 9.30 A. M., starting from corner Walnut Avenue and Warren Street. Three new members were admitted, and H. B. Goodrich was elected bugler. President Emery gave an account of the proceedings at the L. A. W. meet at St. Louis, which was very interesting. Several of the new League uniforms ordered by the Club have been received from Wannamaker.

RACING AT GRIMSBY, ENGLAND.

A CABLEGRAM dated London, June 4, says: In the bicycle races at Grimsby to-day, Battensby of Newcastle, beat Temple of Chicago, in a mile handicap, by a foot. Lees of Leicester, and Temple ran a dead heat in the five-mile handicap. Lees won the ten-mile handicap from the scratch, Woodside second, English of Liverpool, third. Morgan of New York, did not receive a place. Temple is undoubtedly developing great form, and if the improvement continues, he may be able to hold his own with the best of them.

THE QUEBEC TOUR.

THE editor of the WORLD has kindly consented to publish anything of interest regarding the Quebec tour, and consequently, all who wish to keep posted on the progress we are making, should look to this paper for information. I need not say the WORLD is well worth its subscription price to any wheelman. Some things are self-evident.

Now is a good time to rub up your French, in order to be ready to fire it off at the inhabitants of the Madawaska region and beyond.

Portland will show up finely on the tour. Seven are already booked, and undoubtedly the number will be increased to ten before the time of starting.

During the sail up the Saguenay the steamer will make several stops of an hour or more long, allowing an opportunity for sight-seeing.

Edw. Tolman, of Worcester, and Stephen Terry, of Hartford, have some thoughts of joining the party. I sincerely hope they will decide to do so, as there are no better cyclists on a tour than the above-mentioned gentlemen.

The hotel at Lake Temiscouta is the headquarters for the Indian guides and hunters. The party will spend an afternoon here, which will afford all who desire an opportunity to indulge in a canoe ride on the lake or a try at the trout.

The programme of the tour furnished to those participating, will contain map of route, time table and stopping places, list of the members, and blank leaves for cyclometer measurements, and remarks. The whole will be neatly bound in leather, and in a shape convenient for the pocket.

From Edmundston to Riviere Du Loup, the road was built by the English government, as a military necessity, and like all English-built roads, is well made. Mr. Tabor, of the Ottawa Bicycle Club, the only wheelman ever over it on a bicycle, says it is a most delightful trip, the scenery beautiful, "and taking the road all through, one would be hard to please indeed, if they found much to find fault with."

The members of former tours will be glad to hear that the "Only Flanders," "Adam Fourpaw," and "Mac," will all "bob up serenely" when the Q. T. starts. "Adam" writes that he has about decided to ride a Safety. The contemplation of the imposing appearance he will make on the said Safety, is inspiring, to say the least. It is evident he is working to win the admiration of the fair French damsels. But we are up to his little game, and have a stopper for him that he little dreams of.

Up to date (May 31st), the following names are down for the tour: H. D. Cahill, E. S. Kennard, F. A. Elwell, R. F. Sawyer, C. C. Tukesbury, F. E. Warren, J. B. Moore, all of Portland, Me.; E. G. Whitney and E. P. J. Morton, Boston, Mass.; G. G. Tyler, Baltimore, Md.; W. A. McLauchlan and George Robertson, St. John, N. B.; Junius E. Beal and friend, Ann Arbor, Mich.; F. W. Davis, Hartford, Ct.; W. S. Mills, Naugatuck, Ct.; F. H. Messer, Stoneham, Mass.; G. E. Cain, Franklin, Mass.; F. J. Arnold, Waterville, Mass.; Park G. Dingley, Lewiston, Me.; Marcus Moses, Talliposis, O.; F. H. Douglass, Brooklyn, N. Y.; C. W. Flanders, Malden, Mass.

We wonder if any of the party will make a moonlight trip to Moxie Falls this year. On the Kennebec tour, Fuller of Chicago, who has a passion for things romantic, persuaded a portion of the party to accompany him on a moonlight visit to the falls. The way was dark and devious, only a narrow path which led through woods and bushes, under fallen trees, along the edge of a deep ravine, and over brooks spanned by a single pine slab for a bridge. The genial Wm. Shakespeare, of Waltham, led the way with a dimly-burning lantern; they wet their feet, tore their clothes, came near falling over the precipice, and finally got back to the hotel about 1 A. M. But they saw the falls by moonlight. The following day the whole party, with a local guide, made the excursion and found it a winding road, hard to follow even on a bright sunny day. But the falls were beautiful—far finer than the celebrated Glen Ellis Falls in the Pinkham Notch. It takes but an hour and a half from the hotel to "take in" this charming waterfall, and I trust the Quebec Tourists will arrive at the Forks in season to visit them.

We want a bugler on the tour. Is there one in the party? If so, please let me know.

F. A. E.

A STROLL AMONG THE TRADE.

ONE more circuit, and then our rounds, so far as Boston is concerned, are finished for the time being. A Columbus Ave. car soon carries us to "No. 239," the United States head-quarters of the

COVENTRY MACHINIST CO.

We find Mr. Stevens in attendance and ready to talk "trade." "Our people at home," said Mr. Stevens, "are working double time, right along," and the gentleman proceeded to read an extract from late

advice from over the deep, verifying this statement. "We can manage to supply the demand for the ordinary, but my every effort is exerted to hurry along the tandems and single tricycles, the call for these machines being unprecedented in my experience in this country. Large invoices are on the way, however," continued Mr. Stevens, "and more are promised right along, and so I hope soon to be able to catch up. As to our three-wheelers," he said, "the Coventry Machinist Co. have passed through the experimental stage, and it has cost pounds, shillings and pence, to get there, but now we know our machines are no longer experiments, but are proven and tried, and not found wanting." In answer to our oft-repeated question, "how about safeties?" Mr. Stevens replied, "the demand is good, and, although I have just received a good lot, I have not very many left on hand." We walked over to look at the safeties, and found them in two patterns, known as the No. 1 and No. 2. The No. 1 has a frame something in the shape of a triangle, with the connecting points at the head, the saddle and the pedals. The No. 2 is in the form of the "Ivel," a straight backbone and fork running from the head to the rear wheel. They look, both of them, strong, well-made machines, as, in fact, all the Coventry wheels are. "We have appointed Messrs. Peck and Snyder of New York, our agents for that city. As for our general trade, I am happy to say, it shows so far this year, a generous increase over 1886." As we were going out, Mr. Stevens called our attention to the spade handles they were fitting on to their "Universal Club," as fine a low-priced bicycle, as can be found in the market. Bidding Mr. Stevens good day, we stepped outside just in time to see Mr. A. H. Overman skimming past on one of his tricycles, and piloting a nice looking elderly gentleman, who was riding another. We hailed him, but he did not hear, and so we walked over Berkeley Street to Bicycle Corner, to see what we could see at

W. B. EVERETT & CO.'S

emporium. Messrs. Barton and Haynes, between the times of waiting on customers, proceeded to show us the novelties. The first thing that struck our eye was the new S. S. S. tandem. There were several new features in this worth noting. The front seat is intended for the lady, when two of the opposite sex are using the machine, the rear rider steers and brakes, with bicycle bar and spade handles. The brake is an entirely new idea, the handle bar runs through a long tube, fitting close but turning easily. To the bar is fastened an "eccentric," with a loose collar on the periphery of the eccentric; this collar is fastened to the rod of the brake. By turning the handles, the eccentric is raised, and consequently the collar and rod also, thus pressing the brake on the drum. It is, of course, taken for granted that the reader knows what the ordinary "eccentric" is, if so, they can readily get the idea of the brake power, as described. Another novelty was a small fitting intended to take the place of the front forks and wheel of the Singer Safety, this in turn, to be fastened on to the rear piece of almost any single tricycle, thus making a very handy tandem. So far as business goes, these gentlemen report that the year's sales are tremendously ahead of last year, they having shipped fifty machines of all kinds the day before. The second hand trade has been exceedingly good. In fact, we found all up at No. 6 and 8 Berkeley Street in an exceedingly jolly frame of mind. Orders are behind, but they hope the next two weeks will see them with a generous stock on hand to draw from. Next door we step into the trim and busy store of

W. W. STALL,

but alas, we are unlucky not to find the genial William in. Mr. Porter, however, volunteers to tell me "some dings" about business and before we can say Jack Robinson, he snakes us down stairs to look at the new steam engine, and the facilities for doing general repairs. The engine was voted a success, and it spluttered and snorted a welcome to the WORLD representatives, in a very warm and hearty way. "We have now eight men at work here all the time, and we are pushed to keep up our work. As for general business we have nothing to complain of, our trade is holding well, and it is of a much more satisfactory character. Our out of town business is much ahead of last year, and our local trade is fully equal to any previous year. In our second hand and hiring department we have done a good business this spring." We left the Boston house of the "Star," and turned our face down Tremont street, until we reached Church street, and there turned in to interview Mr.

H. D. HEDGER,

at Nos. 8 and 10. "I am now a manufacturer," said Mr. Hedger, "as I hold a license from the Pope Mfg. Co. to build machines." Our readers are already aware that the Swiftsure is the name of the bicycle that Mr. Hedger is manufacturing and pushing on the market, and a severe test by some of our strongest road riders have proven the machine to be staunch and able to bear the racket of hard service. The proportions of Mr. Hedger's business have so

expanded that he has been compelled to take almost all the room in the building he has been occupying for his shop and living apartments. He keeps four men constantly at the bench on repairs, and he says it is often 9 P. M. before he can call it a day's work. Pretty soon passers along Tremont or Church streets will see a huge 60-inch wheel on the top of his building; it will be painted a lurid red, and will serve as a sign that will not fail to attract attention. And so our wanderings come to a close for a season, and if we only find on our fall tour of inspection as healthy and prosperous a state of things as we have found this spring we shall feel more than satisfied, and we think the Trade will also.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

"THERE once was a blooming old bloque,
Who wanted a black velvet toque;
So he ordered a pair
Reinforced in the "rare,"
And put them in pickle to soque."
D—sy in *American Athlete*.

"THERE once was a light-hearted moque,
who tried a committee to choque.
The committee, we hear
Objected; we fear
The light-headed one had to croaque."
Dicksey in *Wheel*.

THERE once was a wretched old joque,
Came out in a water-proof cloaque;
But 'twas raining, you bet,
And the rain was so wet,
That the chestnut came in for a smoque,
Thereby displaying more sense than some other chestnuts we wot
of, who *don't* know enough to come in when it rains. *Next!*

THE Victor people seem to be winning a few road races with their machines, lately.

GASKELL will, for the first time in a race, ride the Columbia bicycle, the occasion being the E. C. Road race, to-morrow.

THE dates for the Harrogate Meet this year, are from July 29 to August 3, inclusive.

JACK PRINCE is at work on a four lap track in Omaha. Jack stands solid with the Omaha boys, and we are pleased to note his success there.

BALTIMORE is named as the probable place for the next L. A. W. meet. The "Monument City" should have a show, if they want it, by all means.

THE Pacific slope century run record is fourteen hours, actual riding time eleven hours. This was accomplished by a small party of San Francisco riders.

GORMULLY & JEFFERY write that their "leather business" is getting to be immense. This firm feel pretty sure that the "Champion" will show up in the front ranks at the coming Crawfordsville race.

THE Hagerstown, Pa., meet and races will prove a great success, that is, if enterprise and push have any virtue. The date set is 13 June, and the Hagerstown Club and citizens, are working hard to bring about the desired result.

THEY are asking in Philadelphia what has become of W. T. Fleming, who started from that city, to wheel to some point in Nebraska? He has not been heard of for some time, and his friends "want to know."

ANOTHER "Pennsy" man will shortly sail for the other shore, and do Europe on the wheel. His name is H. L. Roberts. This touring through Europe on the wheel, is getting to be quite the thing with Americans, as well as Englishmen.

WISWALL says he wants "just one more chance at Rowe." We think it would prove *all* the doubtful "Wizzy" would want. Rowe says he wants to have another three-mile race with McCurdy, and will give him the same handicap of 300 yards.

W. READ & SON are still driving the factory for a supply of the "New Mail." Customers are asked to have a little patience, as the orders will soon be up, and a supply on hand.

NORMAN & BENNETT can furnish one of the finest cycling shoes made. Their facilities are large, and their stock of sporting and beach shoes one of the largest in New England.

THE St. Louisians have had so much bicycle in "theirn" lately, that as an antidote, they have taken to Lawn Tennis and Base Ball, just to take the taste of their mouths.

THE Whist Club of Boston, and the Boston Bicycle Club, are likely to be pitted against each other in a game of base ball. The Bostons think that with Whitney and Hodges for the battery, they can whip any other social or bicycle club nine in the city.

LATER advices from England contradict the report that the Hon. Ion Kieth Falconer died of heart disease. The rumor was widely circulated that he died from this trouble, superinduced by his bicycle riding. This is entirely untrue, he died of fever, and was ill six days.

THE utmost regret is felt in Springfield, over the probable departure of Mr. Ducker from that city. He has been in that city since 1863, and has attained an honorable position among its citizens. The cycling interest there will miss him immensely. We understand that he will continue to edit the *Gazette*.

THROUGH the columns of *Bi. News*, Mr. G. L. Hillier assures the public that he was *not* the man who stole Mr. Ducker's bicycle early last May. Mr. H. evidently thinks that as every crime has been laid at his door, by "we Yanks," it was not unlikely that he would be accused by us, of being the thief. No, G. L. we will consent to draw the line there.

CAPTAIN L. H. PORTER, C. Lindsley, C. S. French, and J. M. Gilmore, of the Orange Wanderers, succeeded on Saturday, in capturing Century records. The start was made at 5 A. M., and 100 1-2 miles was covered by 6.45, the actual riding time being about eleven hours. The three first named rode Victors, and Gilmore a Regent.

S. T. CLARK & Co. ought to be happy over the performance of the Quadrant at Weatheroak Hill, near Birmingham, on the 21st of May. The first and second machines being of this make. It is an evidence of splendid manufacture and material that a racing machine could be put through the fearful strain necessitated in climbing this steep grade.

THE Michigan road book is out, and is a comprehensive little hand book of the principal routes and roads in Michigan. It contains seven good maps, and much information as to transportation, League hotels, League rules and constitution, location of repair shops, and other valuable points. These books are free to the Division members, but to outsiders \$1 will be charged.

A ROAD-RACE open to teams of four from Philadelphia clubs, in one of the events for September. The prize will be the Tryon cup, and the distance, twenty-five miles on the Lancaster Pike. Without wishing to infringe on Brer. Bassett's baileywick it is hard not to say that some of our club men will doubtless *try-on* the cup to see if it fits. The Northrup Steam tricycle made its appearance at the games of the West Philadelphia Athletic Association on Saturday last, and created quite a furore. The engine is very light and looked well.

THE Victor machines are having a small boom in Philadelphia, and the agents—Tryon & Co.—report hard work to keep up with the orders. Roberts, of the Germantown, is mounted on a new light roadster, and the dance he led the club's veterans in the late Jersey excursion, was a caution. President Read of the Germantowns, H. B. Worrall of the Penna., and several other old riders, have gone and ordered Victor Safeties. One sample copy of the Springfield Roadster has been received, and Mr. Brown reports a long list of orders ahead for it. The principal convert talked of to this type of wheel, is Dr. Kuerr. Tandems are coming into great favor, particularly with the older men, and each club has five or six tandem teams, some of which are very fast indeed.

THE BICYCLING WORLD—into whose charmed circle of visiting acquaintances we are, presumably, once more admitted—came to hand last week, very much changed in both outward and inward appearance, and when we say it is for the better, we feel we are paying the highest compliment possible to the proprietors. A new heading adorns the front cover, and the three columns inside the advertisement leaves have given place to two—a change we compliment ourselves in praising. The matter is by the same hands, under the same headings, the arrangement only being altered somewhat. The first heading under "Here and There" is perhaps misleading, for "Notes from London W." to the uninitiated suggests a London letter, whereas, in reality, it is "Notes *by* London W." on current American topics; but this is a trivial item, which will not take away from the unstinted praise we give the proprietors on the improvements they have effected in their thoroughly readable journal.—*Bi. News*. [We appreciate praise from this quarter, as we know it must be sincere. As to the hint on London W.'s notes, we think it well taken, and have changed the wording of the side head.—Ed.]

SINGER CYCLES.

1887 APOLLO.

1887 CHALLENGE.

THE OTTO PATENT Corrugated WIRED TIRE

Is used on all our

1887 APOLLOS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.

See what the *Bicycling World*
says of it:



Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.



No Finer Wheel was ever made for the Money. \$105 includes Spade Handles, Balls to Both Wheels, Enamel and Nickel Finish, and Detachable Bars. Otto Tire.

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus. It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

APOLLO SAFETY.



Staunch, Safe, Reliable.
Easy to Ride.

A Superb Hill Climber.
Otto Tire.

A FINE LOT

—OF—

SECOND HANDS

—AT—

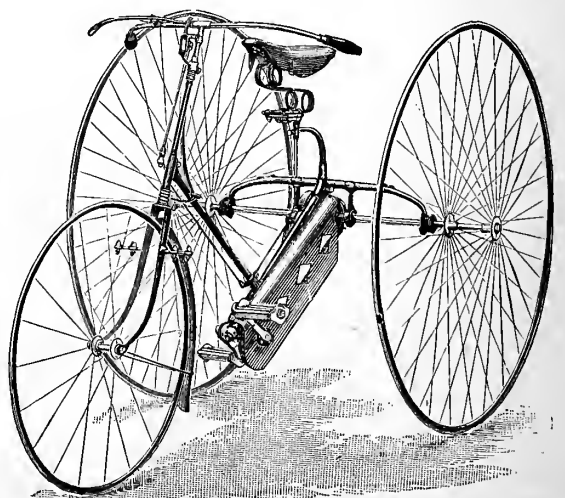
VERY LOW PRICES,

Bicycles,
Tricycles,

—AND—

Safeties.

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For Ladies and Light Weight Gents. Light and well made Four Bearing Axles. Otto Tire.

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FRANK W. WESTON,
UNITED STATES CHIEF CONSUL,
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Missouri.—W. M. Brewster, 309 Olive street, St. Louis.
New York.—F. J. Pool, 3 Broad street, New York City.
New Hampshire.—W. V. Gilman, Nashua.
New Jersey.—L. H. Johnson, Orange.
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.
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Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and enclosing a stamped addressed envelope for reply.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge

FOR SALE OR EXCHANGE.

FOR SALE—58-inch British Challenge Roadster; ball-bearings both wheels, ball pedals; bent handle bar; Nash's handles; first-rate condition; painted, with part nickel. Address HOWARD G. HODGKINS, 77 Montgomery St., Boston.

FOR SALE—Great Bargain—A New 1887, 42-inch Special Pony Star, balls to front wheel, large nickel lantern, Z. and S. Bdl. Carrier, foot rest and Star step. Has not been run 25 miles. \$100 will buy it; that is \$25.50 less than manufacturing price. Address Box 73, Ancram, N. Y.

FOR SALE—My 53-in. Columbia Light Roadster, '87 pattern, nearly new; enamel finish; ball pedals; Kirk saddle. F. ALCOTT PRATT, 3 Somerset St., Boston.

FOR SALE—One 58-inch Royal Mail, nickelled, 1885 pattern, in excellent condition, ball pedals, Lillibridge saddle, etc. Address, CHAS. F. JONES, P. O. Box 285, Newton, Mass.

FOR SALE—New Humber 56-inch racer, twenty-two pounds, will accept first reasonable offer. Address, H. M. P., 218 Bay street, Jersey City, N. J.

FOR SALE—52 in. Victor, balls all round. In excellent condition. With or without cyclometer. Address D. W. N., No. 30 Summer St., Boston.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE—One 50-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, O.

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Have large stock, many as good as new. Enclose stamp for List.

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For New Rapid, Quadrant, Sparbrook, Victors, Star, New Mail, Facile, Rover, Humber, or any other machines made.

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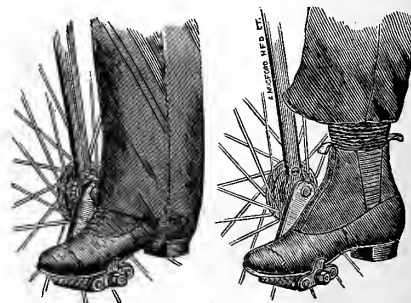
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Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the Ankle and free from the Wheel, with nothing visible from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached.

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HAVE NO EQUAL

THEY CANNOT BE SOLD IN COMPETITION WITH OTHER MAKES
NONE OF WHICH POSSESS HALF THE ADVANTAGES



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WELL DONE, QUADRANT!

Weatheroak Hill, Birmingham

CONQUERED ON AN ORDINARY

Roadster Quadrant Tricycle,

GEARED TO FIFTY-FOUR INCHES.


"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before."—THE CYCLIST, MARCH 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses, he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Allard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber."—WHEELING, MARCH 9, 1887.

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times."—EXTRACT FROM MR. BIRD'S LETTER TO THE QUADRANT TRICYCLE CO.

These Facts Proclaim the Quadrants

THE BEST HILL CLIMBERS OF THE AGE.

 This is the same style of Quadrant that has a record of one mile in 2 minutes and 38 seconds, on the road.

1887 PATTERN QUADRANTS NOW READY FOR DELIVERY.

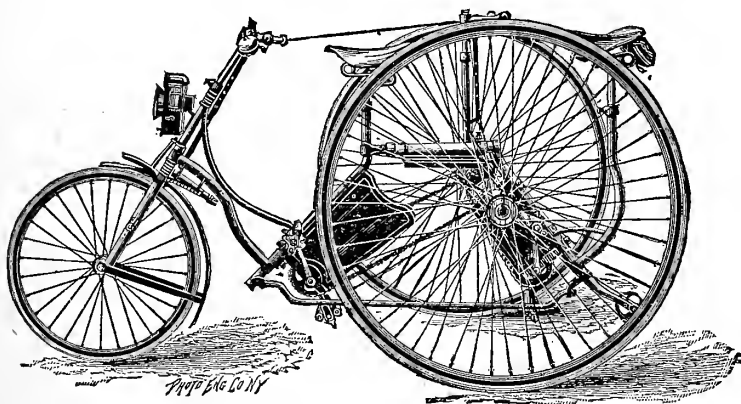
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CUNARD

BICYCLES. TRICYCLES. TANDEMS. SAFETIES.

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

D. ROGERS & CO., Gentlemen;

Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best Tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is the *only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine will ever be*.

(Signed) T. J. KIRKPATRICK.

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D. ROGERS & CO. Sole Importers, 75 Clinton Avenue, Newark, N. J.

Send for List of Shop-worn Machines, which must be sold to make room for Spring Stock.

Catalogues free on application. Cabinet Photographs of any Machine, 25 Cents.

RESPONSIBLE AGENTS WANTED.

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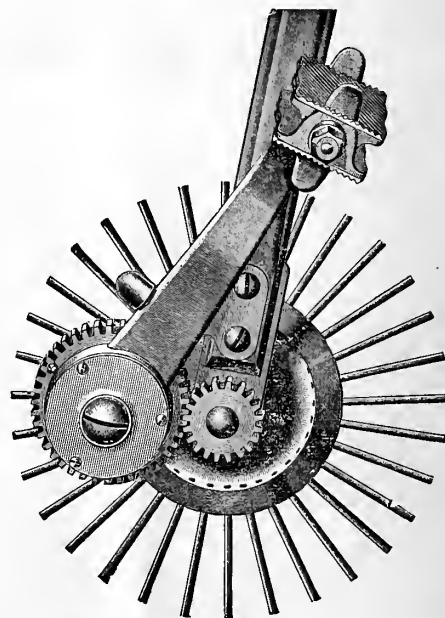
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LONG DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.]
The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the
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Do not buy a wheel before you see the
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Light Running Fish Adjustable Saddle.
Known to be the Best.

— Do not fail to examine before purchasing. —



Perfect Control of Large Wheel.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches.

The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

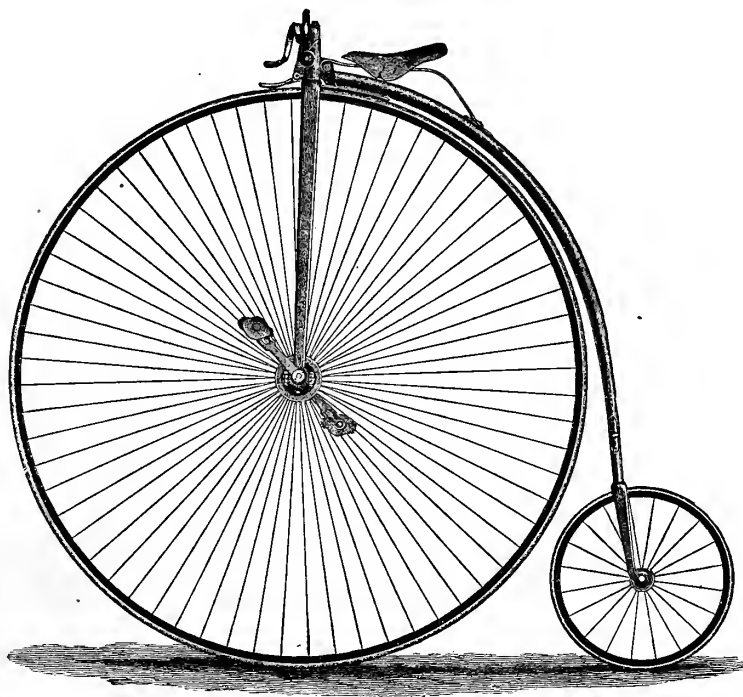
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THE "UNIVERSAL CLUB" BICYCLE.

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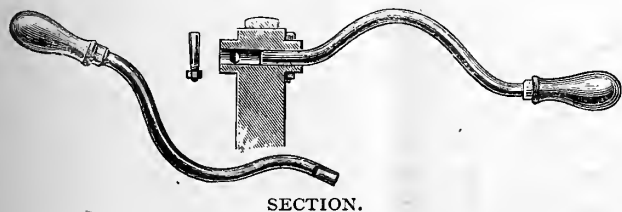


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Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with butt-ended spokes; front wheel grip brake.

PATENT DETACHABLE HANDLE-BAR.



FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles and Kirkpatrick saddle can be fitted at small extra cost.

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The Columbias have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say. If the wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

For instance, for six years hemispherical steering-centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

It has been asserted that the various forms of safety bicycles will over-run both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one we should be pleased to have you try the experiment.

It costs considerable to make first-class machines; Columbias are first-class machines, and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices. "Let others try the experiment."

It may be a paying investment for a wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be. The wheelman can try the experiment.

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Published Every Friday at No. 12 Pearl Street

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5 cents a copy.

BOSTON, 17 JUNE, 1887.

Volume XV.
Number 7.

Cot 'em Again!

It is not "fate," it is "STUFF" that "gets there," and there is stuff in the VICTOR BICYCLE, as is again evidenced by the fact that in the great 100 Mile Road Race at Crawfordsville, Ind., June 13, W. A. Rhodes, riding the only VICTOR BICYCLE in the race, took first place, distancing all competitors.

Overman Wheel Co.

MAKERS OF VICTOR BICYCLES, TRICYCLES AND SAFETIES.

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THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

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A few more copies of "Cycledom" left.

Send us 50 cts. for one copy before they are all gone. BICYCLING WORLD CO.

STEEL BALLS
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—OF BEST CAST STEEL.—
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3-10 to 3 diam. Samples and Prices on application.
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Chickasaw Bicycle Agency,
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Second-hand wheels bought, sold and exchanged.

RACERS! RACERS!! BARGAINS!

As we intend to entirely withdraw from furnishing racing wheels, our whole product now being wheels for the road, we have decided to close out our whole stock of Racers, and the figures will explain that they are Bargains. No finer racing wheels were ever constructed than the ROYAL MAILS, and their reputation for strength and rigidity is too well known to need further remarks.

Royal Mail Racers, 22 to 25 pounds, tied tangent spokes—Cow Horn Handle Bars—all latest improvements. Regular price \$140.

\$50! \$50. \$50!

 Send for description, stating size wanted.

WM. READ & SONS,
107 Washington Street, - - BOSTON.

AN IMPORTANT ANNOUNCEMENT!

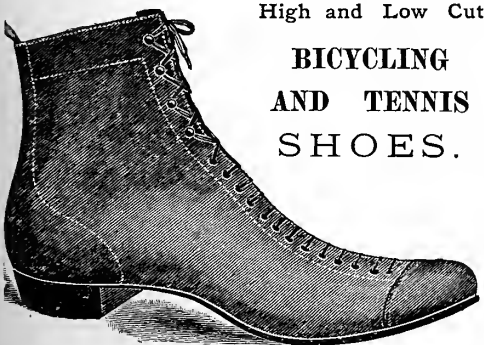
We beg to inform the readers of this paper, and the interested Cycling public, that we have purchased the patents, plant and name of the

LILLIBRIDGE SADDLE,

and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge will be carried out by us, and, as formerly, the Saddle will be constructed so as to fit every make of machine.

The retail price of \$5.00 will also remain the same.

CORMULLY & JEFFERY MFG. CO.,
CHICAGO, ILL.



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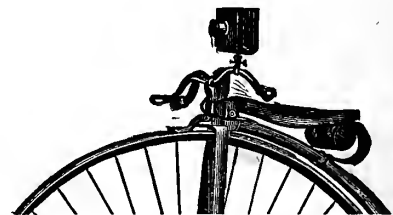


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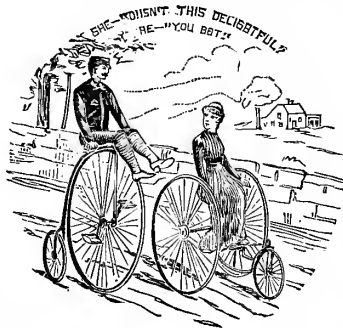
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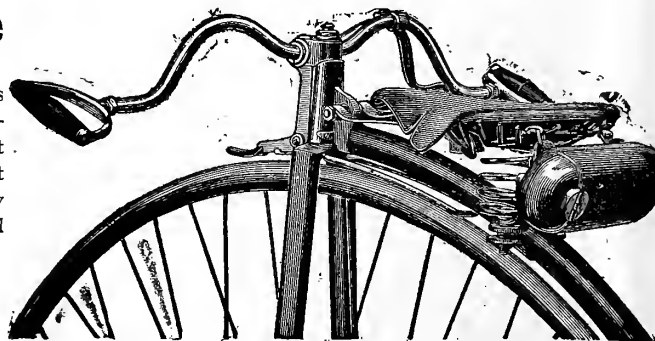
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 17 JUNE, 1887.

THE English papers all seem to appreciate the fact that Wood is not in trim, and appear to think that by fall he will be a "bad man" for any of the British cracks to beat.

MR. SYNYER, who we reported as being suspended by the N. C. U. for crooked work with Furnivall, has been re-instated. Evidently the N. C. U. made a mistake, and so hastened to rectify it with all due despatch.

ONE of the features out at the Eastern Road Club race at Dorchester, was the variety of machines that were there. There were very few machines that are known in this country but what were represented.

FROM all parts of the country, we hear the desire expressed that some arrangement ought to be made to bring Rowe and Howell together. There is no doubt that they are the representative "fast men" of the new and the old world.

WE are pleased to see the Connecticut Division, L. A. W., put itself on record as follows, in the report of the Committee on on Rights, and Privileges, it says: * * * "But we wish it understood, that in asserting our rights, we do not uphold the reckless and careless rider; the man who considers the sidewalk a proper place to wheel. We severely condemn all such actions, and will do our utmost to preserve the rights of pedestrians and all others to whom the highway is public property."

OLD-TIME Boston cyclists will ever remember the "Blue Bell Inn" at Milton, Mass., with mingled feelings of regret and pleasure, regret because it will no longer be known to the cyclist, as a delightful spot to rest and "recuperate," with pleasure at the memory of the many good times experienced within its solid stone walls. For the past three years it has been closed to the public as an Inn, and in fact, has been tenantless for that length of time. The possibilities of it ever opening again as an Inn are forever past the

property having been lately sold, and will hereafter be used for other purposes. The first run we ever took in Boston was out to the quaint old stone hostelry. But alas, we shall know it no more as the "Blue Bell," and we regret the passing away of another cyclist's landmark. We have altogether too few inns of that class in Boston and vicinity, we can ill afford to lose even one.

A WARNING to cyclists not to scorch right after eating heartily is embodied in the following verdict rendered by an English jury in the case of William Dunger, who was found dead on his tricycle at Sidcup, England. "Dr. Poole, who had made a *post mortem* examination of the deceased, said he found all the organs healthy, and assigned as the cause of death, syncope, brought on by over-exertion after partaking of food. A verdict to this effect was returned."

IF the expression of opinion by President Kirkpatrick, is an indication of the future policy of the League, then we hail his remarks on the road improvement question with delight. The WORLD has for a long time been persistently and systematically urging on the League the importance of earnest attention to this question, even at the expense of neglecting every other, excepting of course, that paramount question of wheelmen's rights. President Kirkpatrick, however, makes a rather over-enthusiastic forecast in stating his belief that the horse is doomed.

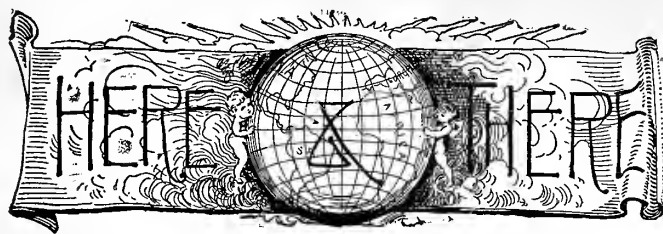
SENATOR DALY'S speech in the New York Senate, when he took occasion to allude to "them bicycle fellows" bids fair to go down to posterity among wheelmen with about the same flavor as the famous speech of Dr. Burchard when he alluded to the Democratic party as being entirely composed of R. R. R. (*Not* Radway's Ready Relief.) The Honorable Senator's elocution may be forcible, but certainly he shows a weakness in his ability to use "English as she is," (properly) "spoke." There is no doubt but that great pressure is being brought to bear on Gov. Hill, not to sign the bill, but in the mean time, Mr. I. B. Potter of Brooklyn, chairman of the Rights and Privileges Committee, is working vigorously to the end that wheelmen may have equal rights with other vehicles, in the use of the New York Parks. If the bill becomes a law, as we earnestly pray it may, it will be a signal victory for wheelmen, and lay at rest forever the unwise and unfair opposition of a certain class in the community, who seem to think and act as if they owned the whole wide earth.

SPECIAL OFFER.

THE transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such, should be encouraged as tending to the permanent good of cycling in more ways than can be referred to here, the BICYCLING WORLD Co. will send to each new subscriber whose subscription reaches Boston at any hour between midnight of the next eight Saturdays, and midnight of the following Monday, a copy of the "MY CYCLING LOG BOOK," free.

The duration of this offer will depend upon *how long the copies of the "MY CYCLING LOG BOOK," which we have laid aside for this purpose last.* We will, however, give due notice of withdrawal.

Those whose names reach Boston at other hours than those designated can obtain a copy post free by sending us seventy-five cents, and new subscribers will be furnished with a copy of the "MY CYCLING LOG BOOK," and the BICYCLING WORLD for one year, for one dollar and seventy-five cents in advance. To non-subscribers the price of the Log Book is one dollar and a quarter. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised.



NOTES BY

"LONDON, W."

I HAVE been asked by several people lately if cycling was not waning. For some reason they seemed to think the condition of affairs was about what so may prophesied it would be, when the "craze" had died out. Why those people thought as they did, I am at a loss to tell, unless it be that cycling is now divested of the show, hurrah and parade business once so common. It may be that those who were accustomed to see a large muster, off on some club run, in all the pomp and glory of gold braid, tooting bugles, and military precision pass their doors, see in the absence of such a sight, signs of a waning sport which is not counteracted by the increase in the individuals out on the roads in all directions. But whatever the reason for the pessimistic feelings of a few skeptics, the fact is that wheeling is on the increase, at any rate lots and lots of new wheels are yearly put on the market and disposed of for money. Some one buys them and some one rides them.

I KNOW how hard it is to write interestingly, and how seldom one is successful in so putting facts on paper, that they will be read and remembered, but those contained in the next paragraph seem to me to be worth noting, and I hope they will be read and remembered.

WHILE taking a short cut over Meeting House Hill last Saturday, on my way to the Eastern Road Club's race, I was accosted by a man in working clothes, who asked me one of the hackneyed questions about the comparative merits of the machine I was riding, (a rear driving safety,) and the ordinary bicycle. I was inclined to pass on with an answer glittering with generalities. But the man seemed persistent, and evidently seeing that I was not inclined to gratify his desire for information, offered a reason for his stopping me. I saw the man had the iron spurs used by linemen to climb telegraph poles, strapped to his legs, and as he said something about riding every day, I detected a matter worth investigating. He told me that he worked for the New England Telephone Company, and that he and seventeen other linemen, were this spring equipped with bicycles by the company, and used them in travelling from place to place repairing wires. He said he covered about forty-five miles a day about his work. The company was led to the use of bicycles from motives of economy, as the travelling expenses of the linemen before they mounted cycles, was from two to three dollars a day each, so that the saving was considerable. It is needless to say that I gave all the information I could about the machine I was riding, and even tried to initiate him into the vagaries of the safety. This is a big thing. It is the recognition of the cycle as an economical, practical vehicle for a certain kind of business. Tell the Governor of New York this, and then what reason can he give for not putting cycles on the same footing with all other road carriages.

WHILE I cannot agree with the extravagant position of the League's new president in regard to the prospects of roads, and the extermination of horses, I am glad that he has taken a position on the road improvement question. It is the great cycling subject of the day. All we need is good roads. The lack of them is wheeling's only drawback, and there is nothing that will make the League so strong, popular and worthy of support and encouragement, as a vigorous, practical campaign for the improvement of public highways. The WORLD is the only paper in this country that has systematically impressed the importance of this matter upon cyclers, and it is pleased to see that its position is being sustained.

ENGLISH LETTER.

"SENATOR."

TAKING train from Euston station, London, Sunday morning, May 22nd, the "American Team," after a ride of four hours, through a lovely country, found themselves in "Brum," otherwise known as Birmingham. Next day, the ten-mile race for the championship between the two "big uns," Howell and Woodside, took place over the really good third of a mile (or more) track at Aston, and a two-mile professional handi-

cap, with an entry of forty, served to again demonstrate that R. Temple of the American team, is invincible in handicaps. The youngster was in receipt of ten yards from Battensby, who on Tuesday, again defeated R. H. English, and the way the little "Yankee" romped home some eighty yards in front of the Tynesider showed he is too good for Battensby, even from scratch. The Aston grounds, by the way, is a beautiful place, a regular paradise for pleasure seekers, with everything in the animal line in view, from the polar bear, elephants, lions, to the festive monkey. The grounds are under the excellent management of Reeves Smith, Junior, a friend of cycling, and his purchase of the N. C. U. Championships, and the crowd of 19,999 on Whit Monday, which saw them, proves Mr. Smith's able efforts in the cycling line. Well, to return to the Howell-Woodside match. It was quite opposite to the rushing tactics of Woodside at Leicester in the twenty miles. The men took nearly five minutes to do the second mile. The Englishman had the best of the final lap, struggle and won by ten yards.

THE day was cold and cheerless, (as all days for the past month have been,) and the crowd of 5000 cheered both men heartily. The team met with a splendid reception, and when Temple and Morgan won their heats from men who had starts of 190 and 210 yards, the cheering was genuine and hearty.

I MET the genial "Bob" Cripps, Charlie Palmer, the old-time crack amateur, and many veterans of the path, who turned up to welcome their American cousins. The Editors of the *Cyclist* and *Bi. News*, were on the grounds beside a thoroughly representative lot of cycle journalists and sportsmen.

THE other day found me in front of the County jail at Stafford, having taken train for the latter place, armed with letters of introduction to the jail governor from several prominent Wolverhampton gentlemen, in order, if possible, to interview the late cycle manufacturer, temperance worker, religious exhorter, etc., who is now a guest of the above institution, through not being able to discover the difference between other people's property and his own. Notwithstanding some half-dozen newspaper credentials and letters, and a fairly persuasive tongue, I failed to melt the martinet's heart, who carried the key which secures Mr. Devey from outside visits, and he "felt sorry" that a person of my "calibre and influence" should travel so far, and then fail to see the object of search, owing to inflexible rules and regulations. You all have heard enough of Devey and how he fell from grace, and was tried and convicted of stealing some paltry bicycle fittings, once his own, which he sold to Mr. Norton, who had purchased his bicycle work and trade.

GREED was the cause of his fall. Not being contented with a good cash price for his goods, he sneaked out at night, and was caught by a policeman in the act of stealing what he had sold. It is safe to say that an ordinary individual, (a promoter or professional, for instance,) would have got penal servitude for seven years for the job, not so with Mr. Devey, "his previous good character" served to knock off some six years and odd months. "Mr. Devey, the sentence of the court is, that you be imprisoned with hard labor, for eight months," was his lordship's delivery.

I WAS curious to see and hear from his own lips the reason—I may say insane reason—of Devey's departure from his temperance and religious training. He used to delight in telling how he had been a drunkard, had reformed, and through reform had made a fortune. To wind up an eventful career, he breaks a commandment, and is now as all know, in "Her Majesty's service."

MONDAY, May 30th, saw 10,000 people flock to the famous Molineux grounds to see the final tragedy in the Howell-Woodside series. Howell "fit as a fiddle," and poor "Woody" all run down from liver and kidney trouble—possibly brought on through worry over the matches—came to the mark, and when the two shook hands for the final bout, (one mile), the crowd cheered, and, like distant artillery, the echoes resounded through the densely packed Coliseum like grounds. The struggle was short and fierce. The American made a desperate effort and drew level, and the giants circled the track neck and neck for two hundred yards, but the top weight told, and the Leicester man drew out and won by six yards, time two minutes forty-seven seconds. The mile handicap had a good entry, with poor racing. None of the "Yankees" had entered, as they don't work unless they have an interest in the "gate," so the racing fell rather flat towards the finale, which was run on the third and last day, with 4000 people present.

THE five-mile Championship was run on Tuesday, the second day with only English entries, as follows: Howell, Lees, English, Battensby, Robb and Vale. After a fair race, Howell proved invincible in the last lap, Lees second, Battensby third, English fourth. Time 14.51. The one mile was a repetition of the five-mile, with Battensby and English reversed, time 2.54. The one-mile Annual Whitsuntide handicap, was won by a man larger than Howell, off the 190-

yard mark, in 2.35 2-5. If a man can't win, with say 150, from the scratch man, he has, in my opinion, no business racing.

WALKING to the railway station on the last day's races, through a heavy rain, I took a train, which in twenty-five minutes landed me in one of the numerous midland towns, and in another few minutes, I jumped from a cab, and was standing over the bed-side of a sick woman, who, unless she has strong faith in a hereafter, must have good reason to curse the day that both herself and her destroyer were born. A momentary burst of sunshine, through a dingy window, lit up the wan features of the evidently very sick woman, as she poured into my ears her tale of woe, while a bright lad of six years, named Arthur, stood with his hand in that of his mother's. My visit was the result of a promise made some three years ago, in America, through certain stories which at times I had heard. An old man over seventy, the father of the woman, stood by and listened attentively, as I gleaned the following from the deserted wife and daughter. Some ten years ago, a young man noted for his athletic powers, was at the height of his popularity, paid court, and married a prepossessing young girl, (this woman), in the presence his sister, and a mutual friend, by the Rev. Joseph Hall, so says the marriage certificate. All went well until three years later, when Arthur was born, and the father determined to seek his fortune in America. The understanding was, he should either return for, or send money to his wife and child. Two days before sailing he meets with a fair enchanter, who arrives at an understanding to either accompany or follow the faithless husband. From that day to this that false man and despicable woman have travelled over America, and the poor wife, in destitute circumstances, has waited patiently for death to bring her sufferings to a close. I have made another promise, this time by that deserted woman's bedside. What sorrow there is in this wide world.

WASHINGTON.

"T. HANDLES."

In April we had ten days' or two weeks' rain, then hardly another drop until May 23, when the National Drill began, and that seemed to bring back April showers, for since then there have not been three days of continuous fair weather. As a result, much of our best spring riding has been lost to us, the more to be regretted since the torrid days of summer will soon come, and render wheeling, except in "early morn and dewy eve," impracticable.

EVERYTHING now is the Hagerstown meet on June 13, and the Baltimore meet June 20 and 21. Active preparations are going on amongst all our local racing talent in the way of training round Iowa Circle, a scant quarter mile of concrete, as well as the several clubs, for these two events.

LARGE delegations will attend each meet, and numerous entries are already booked. Since Crist's return from his Canadian tour, where he made 2.41 2-5, no limit is put upon his racing abilities by his enthusiastic friends, although this does not seem to prevent castle-building in the minds of the other flyers. Every fair evening Brown, Rittenhouse, Dinwiddie, Lammond and others are out with him at the circle, in racing attire, and although he will occasionally put on one of his remarkable spurts and pass them all, still they plod on, little discouraged. This augurs well for the coming races, and helps the number going to witness the fun.

LARGE posters, gaudy in many colored inks, have been hung up in all the club houses, and set forth in ridiculously over-drawn engravings, and adjectives mostly superlative in degree, the points of attraction of the two meets. If a man possesses any imagination at all, and can bring himself to think something remains untold and unheralded thereon, he must look upon Hagerstown, June 13, and Baltimore, June 20-21, as a little heaven on wheels.

The programmes, as I understand it, include at Hagerstown, a parade of "500 (!) uniformed wheelmen," followed by the races over a superb track, by all the known talent, (and much of the unknown,) in this part of the country. A banquet in the evening, in Hagerstown's own truly grand style, and a special train home. The club has procured notices from the B. & O. Railroad, which on presentation at ticket offices, secure to the holder a round trip ticket from any point, for two cents a mile. * * * * At Baltimore, two days of unmitigated pleasure are scheduled. There they have the State meet and a lantern parade Monday, and the races, a street parade, and a theatre party Tuesday. For the latter parade "500 (!) uniformed wheelmen" are also entered—in all probability not all of the other 500—and "nine exciting trials of speed" in the races are booked. I tell you there's fun ahead.

WITH all this excitement and pleasure in anticipation, little is going on in the city. The District Wheelmen, after three years of existence, are falling into decay, I fear, and their members seeking

congeniality in the other clubs. The Capitals and Washingtons are living a quiet life in their club houses, and anxiously looking for a few riding days in this our banner spring month.

MESSRS. H. C. TROPP of Weissport, and A. L. Biery of Allentown, Pa., were in town last week on their wheels, having ridden down through Hagerstown. They contemplate "doing" Old Point Comfort, Norfolk, Richmond, the Valley Pike, and thence home.

COLLAMER's paper, the *Wheel News*, has quietly passed to rest—Peace to its ashes! The little ex-editor pleads lack of time, and will reimburse his patrons the amount due each of them for unfilled subscription and advertisement contracts. By the way, the tourmaster will shortly commence preparations for a Fall League Tour, from Orange, N. J., via the Delaware Water Gap, and up the Hudson to Lake George. I understand he will start it about the last of August, and consume ten to fourteen days. Judging from the success that characterized his last attempt, I prophesy a jolly trip for the tourists that join the fall party.

WASHINGTON subscribers are eagerly waiting for Karl Kron's long expected volume:—

The old and ancient sonnet,
Whose lateness makes me cry,
The book with whiskers on it,
"X. M. miles upon a Bi."

Pardon this effusion, and charge me with all damages accruing from its perusal.

NEW YORK.

"THE RAVEN."

THE N. A. A. A. A., which occupies the same position in general athletics that the League does in cycling, is having a more knotty time with the enforcement of their amateur law than the L. A. W. has ever had. Malcolm W. Ford, the champion all round athlete, has been declared a professional by the N. A. A. A., for which action the New York Athletic Club, of which he is a member, withdraws from the organization. Saturday the New York Club attempted to give games with Ford as a competitor, but finding that they could get no entries if he started, he conveniently at the last moment became sick, and then the games were successfully run off. A two-mile bicycle handicap, with six starters, was among them, and was won by W. S. Gilson from 150 yard mark in 6 minutes 35 4-5 seconds, with Jesse Powers second, from scratch. The only race in the affair was for second place, the Powers brothers and Halstead coming in all bunched in a driving finish. The handicapping of Gilson to the extent he was over Powers was as gross a piece of favoritism as I have ever seen. Gilson is a New York Athletic Club man, and the others are not. When a man does 14 3-4 miles on the road in 57 minutes, as Gilson has done, between here and Yonkers, it takes a better man than Powers even, to give him 150 yards and a beating in two miles, and any one not purposely an idiot should know it.

DR. N. M. BECKWITH has served papers upon D. H. Renton, in a \$10,000 libel suit, growing out of his arrest by Renton. Here's fun sure.

WILL you allow me to suggest that what I intended to say in my notes last week was, that the wheelmen, not the members of the various exchanges, were the ones who said they would throw a vote of 5000 against Governor Hill, if he did not sign the "Liberty Bill." The members of the exchanges, I think, promised just the opposite.

THE *Wheel* is the authority for the statement that that venerable antiquity, the "Attic Bee," is raising a beard. Will wonders never cease? Think of it, ye gods! A bee with whiskers. Dime museum managers seeking this most wonderful curiosity, can learn terms and make dates by addressing his beeship, care of the *American Obsolete*.

THE "Owl" is after Editor Prial's scalp because the latter said that his owlship's birthday was a week earlier than it really was. The bird says it is a plan on Prial's part to make him old before his time, and that at the date mentioned he might have been expected, but that the entry of himself into this mundane sphere did not take place till over a week later. There are rumors here of a challenge being sent and accepted between Prial and the "Owl," the weapons to be pens, at thirty paces distance.

THERE is a strong feeling here, that America should redeem the defeat of our present champion (?) in England, W. M. Woodside, by sending over the only man fit to cope with the best riders in the world, W. A. Rowe. I think if the powers that control, will intimate that Rowe is in the condition to fitly represent us abroad, that the money question can easily be settled. When England, or any other country for that matter, beats W. A. Rowe upon his merits, then the

old American eagle is willing to hide his head, but till they do they have no foundation for any claim of defeating America.

THE approaching disbandment of the Massachusetts Club is the talk of clubdom here. The club has many New York wheelmen upon its out-of-town membership roll, hence the interest is brought home. The demise of the largest League club will be the cause of much injury to wheeling. The horsemen will at once hail this as the beginning of the end in cycling, utterly ignoring the primary cause of the disbandment, which I understand is the old bane of cycling success, internal dissensions. While speaking of this, I am reminded of a rumor, that an equally prominent bicycle club, who have just completed a magnificent club house in a neighboring city, is threatened with a like disaster. Verily, wheelmen are their own worst enemies.

THE Citizen's Club is probably the most prosperous of any organization of its kind in the world. With a membership of about 140, their total income is not far from \$7000 per annum, which is ample enough to afford all the requisites of a first-class club house, and yet have a sufficient surplus for many luxuries, prominent among which is a fat bank account. Their success is attributed to two causes, the men who founded and still control the club, are men of age, wealth, and refinement, and as like begets like, so each succeeding member has been of the same stamp, until their present membership represents to a unit, these traits, added to which is the fact that those twin angels, peace and harmony, seem to have taken rooms in the building, as though they had come to stay, and were not as usual in bicycle clubs, only on a short visit.

ST. LOUIS.

"PHŒNIX."

A LARGE number of unattached riders and ex-Ramblers met at the Lindell Hotel last week and organized a new club. At another meeting, held last Monday night, the constitution of the old Ramblers Club was adopted, minus the clause making L. A. W. membership compulsory. Geo. H. Lucas was chosen President, and the other officers are yet to be elected. "St. Louis Cycle Club" was chosen as a name, and the new organization, which starts out with forty members, is to be essentially a road-riding club.

CAPT. BREWSTER went over to Crawfordsville Friday night, and quite a little party will go from here to-night to view the road race there.

I LEARN that it was recently the intention of a St. Louis cycling journal to send a representative around the world awheel. The idea was abandoned.

MISSOURI CLUB members are very wrathful over what they deem an insult to the L. A. W.—the cartoons issued in the last *American Wheelman*. Ladish's excuse is that he couldn't hold down the artist's humor.

PERCY STONE is on his ear, and vows Greenwood shall now race him or forever hold his peace. He will shortly accept the challenge of the famous hill climber for a round-trip race on the De Soto road, distance about 95 miles, and will deposit \$50 to make up a stake of \$100. Percy will ride a Victor safety, and means business.

THE Clarksville cup is a beauty. It is on exhibition at Jaccard's, and though a great many rowing, etc., championship trophies have been exhibited there, this cup knocks them all. The gold-plated representation of the world at the top is minutely correct, and the bicycle leaning against the fence at the bottom is a perfect model of a tangent-spoked machine, even possessing a saw-step and corrugated pedals.

THE Missouri Club held a very successful meeting on Tuesday. Result—8 new active members and several associates, \$1200 in bank, income away over expenditures, likelihood of additional billiard rooms and a bowling alley; also the starting of an art fund, to be used in fitting up the quarters with fine pictures. The house is already well equipped in this respect. The club has joined the Western Lawn Tennis Association.

THE St. Louis Wheel Co. have been having considerable trouble with the bicycle thief. A man using the name of Johnson, and claiming to be a member of the Philadelphia Club, is now languishing in the Terre Haute jail, awaiting trial for having obtained a wheel from this Company under false pretences, and selling it at Collinsville, Ill. He proceeded from the latter point to Terre Haute, where he borrowed a machine, and was caught by the local wheelmen hieing away to other fields of labor.

I REMEMBER that half an hour or so after the finish of the Clarksville race, Bob Neilson came running up from the telegraph office, and poured in loud, wailing voice into dapper Overman's ear his

straight opinion of modern "sensational journalism." Some vile reporter had telegraphed the news that he had burst a blood vessel and was bleeding to death, he vowed he would paralyze the scribe if it wasn't corrected at once. Overman hustled him down to the operator's room, patting his back and soothing his ruffled temper.

NEW ORLEANS.

"SENIOR."

CYCLING notes are very scarce, at least the local correspondent to the *Wheel* must think so, for last week's edition brought forth to the view of the Southern wheelmen a very juicy bit of news (?) to the effect that "the amateur standing of Messrs. Hill and Hughes, 'our two cracks,' had been questioned, and several communications had been received by those gentlemen from Abbott Bassett relating to their amateur status, but it was understood that everything had been arranged satisfactorily subsequently." Now on questioning the accused it was ascertained that the whole matter was a hoax, originated by one of the "cracks" himself, who got it off in the presence of "ye wheel correspondent" as a joke. I would advise that such an eminent paper as the *Wheel* should, in selecting a correspondent, get a full-sized man, or at least one old enough to join the L. A. W.

THE riders here are in a state of "innocuous desuetude" just now, owing, I suppose, to the warm weather, for with all our "all year round riding" the Southern sun has a very telling effect on the head of a cyclist, particularly at midday.

A MEETING of the N. O. B. C. will be held to-night (June 8), and several matters of importance will come up, among others, whether or not card playing will be permitted. This question is expected to bring forth considerable discussion, as several goody goodies have promised to resign should the question pass, for they think if card playing is permitted gambling will ensue, and if gambling is allowed the club's name will be ruined.

A POOR outcast "prof." in Georgia is vainly trying to get up a race meet at Athens with prizes amounting to \$700 (he omitted the period after the seven), and sends a very cordial invitation to New Orleans riders to participate; would inform him that races gotten up by a prof. are bad enough, but to run under A. C. V. rules is worse, and if we are anything at all we are L. A. W. now and always. No, Mr. Poor Hill Climber, we race not this year, thanks, awfully.

NEW JERSEY NOTES.

"RATCHET."

DR. JOHNSON, "Judge" Hall, C. A. Stenken, H. M. Platt, and Ed. Eldridge took a run last Sunday, 5 June, through Lynhurst, Passaic, Belleville, Newark, and Montclair to Caldwell and Pine Brook, Bloomfield and the Oranges, and had a very enjoyable time, the roads generally being good. While passing through Bloomfield, the doctor had an adventure which might have resulted seriously had not his usual good fortune followed him. "Doc." made an attempt to pass a coach which turned suddenly to enter a livery stable and thus put the doctor in a "pocket," leaving him his choice of running into the stable or taking a "crash" into the coach. Of course he chose the former, and made a sharp turn through the stable door just clearing the coach by a shave. To put a polish on the affair the doctor, as soon as he ran in upon the even floor of the stable, unceremoniously went "over the handle-bar," and measured his length upon the afore-said floor. He escaped with nothing but a ruffled temper, but vows to steer clear of livery stables hereafter.

A NUMBER of members of the Elizabeth Wheelmen are to go for "Century" records this week.

THE Union County Wheelmen will decide their one-mile club championship at the Roseville track, 4 July.

THE Saturday afternoon ball games on the Athletic grounds at Roseville, pay well, and serve as a first-rate advertisement for the grounds.

THE prospects are good for a number of bicycle and tricycle races being included in the program of the New Jersey State Agricultural Society at their fair in September.

D. ROGERS, of the "Cunard" company, thinks of going on the track this season, his mount to be a "Cunard" cripper tricycle. J. S. Smith, Mr. Roger's partner, is an enthusiastic cricket player, and is a member of the first eleven of the Newark Cricket Club. Mr. Smith is one of the club's best bowlers.

INVITATIONS will soon be issued by the Elizabeth Wheelmen for clubs in their neighborhood to visit them on a tour of inspection of

CLARKSVILLE 100 MILE ROAD RACE.

The Greatest Bicycle Race Ever Run Since Cycling Began.

THE RECORD:

	Machine Ridden.	Time.
1st, Robt. A. Neilson,	Victor, - - - -	6.46.27
2d, Wm. A. Rhodes,	Victor, - - - -	6.46.51
3d, H. G. Crocker,	Columbia, - - - -	6.51.27
4th, S. Hollingsworth,	Columbia.	
5th, S. G. Whittaker,	Champion,	
C. W. Ashinger,	Champion, Dropped out at 20 miles.	
Chas. Frazier,	Star, Dropped out at 20 miles.	
John Brooks,	Star, Dropped out at 40 miles.	
A. A. McCurdy,	Star, Dropped out at 40 miles.	

TWO VICTORS entered, taking 1st and 2d Place.

Never was so much money spent in preparation for a race, and never was so much interest shown in a wheel contest.

Upwards of 20,000 spectators!

The VICTORS ridden in this race never stopped and went through without defect or attention of any kind.

Send for our Catalog of fast road machines.

Overman Wheel Co., Boston.

Makers of High Grade Bicycles, Tricycles, Safeties.

 **We are Well Satisfied** 

**That our Bearing is the Easiest Running on the market
by all odds.**

That well known St. Louis wheelman, Harry Gordon, remarked the other day, "That he took a run with a couple of friends, who were mounted on new '87 Light Roadsters, and, coming to a hill, the

LIGHT CHAMPION'S SUPERIOR COASTING QUALITIES

were at once apparent, as he ran right away from his friends. But they were not satisfied, and insisted on trying it again with the same result.

IT IS ONE THING TO TALK, and quite another thing to TALK FACTS, "DON'T YOU KNOW."

The latter two have a pretty effectual way of talking for themselves.

By the way, if you want a Catalogue, let us know, and we will mail you one.

We are also mailing OUR SPECIAL CATALOGUE OF TESTIMONIAL, parts, sundries, etc., on receipt of one cent stamps.

Gormully & Jeffery Mfg. Co.

CHICAGO, - - ILL.

 **Largest Bicycle Manufacturers in America.**

their new club house and to partake of the well-known hospitality of the boys. The E. W. is one of the most popular clubs in this section and is sure to have a crowd to look after.

THE suit of George W. Pressey, of Hammonton, who claims to be the inventor and patentee of the "American Star" bicycle, against H. B. Smith, of Smithville, for a royalty on every machine now in use, is attracting a good deal of attention from riders of the "coffee mill." The suit has been brought in the New Jersey Court of Chancery and will be brought up at an early date.

EFFORTS are to be made by the Hudson County Wheelmen, and I understand the Kings County Wheelmen as well, to have Charles E. Kluge reinstated by the Racing Board as an amateur. As Kluge is undoubtedly as much of an amateur as nine-tenths of those who have posed as "Simon pures" for the past two seasons, it is hoped that the efforts in his behalf will be crowned with success.

THE Directors of the N. J. C. and A. A. are discussing plans for holding a grand tournament on their track at Roseville this fall. The major portion are in favor of running a tournament on a big scale, and a conclusion will doubtless be arrived at soon. A tournament on large lines is sure to be a success, if the date is early enough and the price of admission put within easy reach. A preliminary affair during July would go a good way toward advertising the more important event.

I AM pleased to see that the Secretary-Editor has expressed himself as against sidewalk riding. "Jer. C." says also, "If we have 'road hogs' among the horsemen, we have also 'sidewalk hogs' among the wheelmen." Right you are. "Jer. C." need have no fear of having been unjust in the matter of the Montclair affair, as the items he refers to in the daily papers were not exaggerated in the least. The perpetrator of the outrage has not as yet been brought to justice.

ARRANGEMENTS have been completed for the annual meet of the New Jersey Division L. A. W. at the Roseville track on July 4, and officials will be as follows: Referee, Dr. Cooley, Plainfield Bi. Club; starter, Harold Surrell, Plainfield Bi. Club; judges, Dr. E. W. Johnson, Hudson County Wheelmen; Dr. Cooley, Plainfield Bi. Club; J. C. Brown, Elizabeth Wheelmen; Dr. R. M. Sanger, Orange Wanderers. Scorers, Robinson Pound, Plainfield Bi. Club, Jos. McFadden, Montclair Wheelmen; timers, Jens T. Pederson, J. M. Smith, Orange Wanderers, Frank S. Miller, Union County Wheelmen; clerk of course, E. R. Collins, Union County Wheelmen; assistant, E. M. Clapp, Elizabeth Wheelmen. The races will be started promptly at one o'clock P. M., and the programme which has been carefully arranged, is as follows: One-mile bicycle, State championship; two-mile bicycle, State championship; one-mile tricycle, State championship; five-mile bicycle, National championship; two-mile bicycle, handicap; three-mile lap; one-mile (bicycle) consolation; one-mile championship Union County Wheelmen.

ALL New Jersey clubs are invited to run off their championship races during this meet.

RECORD OF THE WEEK.

THE Philadelphia Times tells this very serious story, which bears heavily on Mr. Brooks' reputation. "Wheelmen whose cycling interest anti-dates the Jumbo Park races in 1884, will recall the fact that on the second day of the tournament, the programme contained a five-mile open bicycle race from scratch, for a valuable prize. Among the entries was John Brooks, of Blossburg, now a professional, and as many believe, also one at that time, though masquerading at that time; in fact, Prince, the then champion, declared that he had ridden in a Wolverhampton handicap against, and been beaten by, Brooks, before he left England. The other entries were Asa Dolph, the little Ohio wonder; Frazier, Stevens, Gideon, and one or two others. All the racing machines were left on the grounds over night, in care of the watchman, and on the morning of the second day every racing wheel, except that of Brooks', was found in some mysterious way damaged, and rendered unfit for use. Dolph had the entire back wheel of his light 54-inch smashed by a heavy boot or club; Frazier had the levers of his Star bent so that the wheel would not clear, and the rubber had been hacked at; Gideon's 60-inch racer had the rubber tire deliberately and carefully cut apart, and so on through the list. The result was, that every entrant for the race, was either obliged to ride a strange machine, or his own with makeshift repairs or fittings—except Brooks. This was thought very suspicious at the time, but no one had ever been able to find out anything definite until early this year. Just before Woodside departed for Europe, he stated that when at Blossburg, Brooks had confessed to him that his brother had cut and damaged

the wheels of his dangerous antagonists, so that he (Brooks) might win the race. Fortunately, Dolph had managed to borrow a back wheel that just fitted his racer, so the fellow did not get even a show."

DON'T forget the Pennsylvania Division Meet at Wilkesbarre, on July 3th.

THE Long Island wheelmen took in sixteen members lately, the average age of whom was thirty-two years.

PHILADELPHIA puts in a bid for the next L. A. W. meet. We do not know whether this is the wish of the cyclists, we only know one of the local papers seems to think Philadelphia ought to have it.

SINCE Neilson's success at Clarksville, he has shown some anxiety to have a go this season at W. A. Rowe. There is not the least doubt but W. A. will be able to accommodate the ambitious Robert.

WE have a local gratification in knowing that Massachusetts had the largest representation of any Eastern State at St. Louis. We include New York among the "Eastern States" in this connection.

THERE will be no professional bicycle races on Boston Common, July 4. The appropriation, \$275, will be distributed as follows: One-mile novice race, two-mile amateur, one-mile tricycle, two-mile lap, three miles.

SPRINGFIELD will have a small tournament "for a cent," on the fourth. Now that the cracks have faded from sight, there are scores of ambitious fledglings in that city, who imagine that 2.30 is not beyond their limit.

W. A. ILSTON won the one-mile amateur championship at Birmingham, 30 May, beating Gatehouse in the ridiculously slow time of 3m. 12-5s., in first heat. In the final, he beat Osmond and Synner in the fair time of 2.45 3-5.

E. H. CORSON, of the *Star Advocate*, is taking an outing on the wheel, through Maine and New Hampshire. He invited us to join him, but alas, the grinding requirements of our paper will not admit of our being with him, much as we would enjoy it.

DIVISION TREASURER LEWIS of St. Louis, Mo., writes from Paris, complaining bitterly at the exorbitant rents charged for bicycles in the gay Capitol. New wheels cost about \$100, but for the use of a second-hand wheel for one week, the dealers ask \$8.

MR. CHARLES RICHARDS DODGE has written a very interesting article "Tricycling for Women," and which appears in *Daughters of America*. Mr. Dodge gives the ladies some excellent hints about dress, the proper "form" in riding, and other valuable pointers.

WE are sorry to hear that Temple, one of the American team, met with a painful accident, while practicing on the Coventry track lately. He was spurting at top speed, when his wheel gave way and brought him down with terrible force. We are not advised as to the extent of his injuries.

THE Coventry Machinist Co. have recovered the tricycle stolen from them last week. The man who hired it, took it to Lynn, and sold it to Merrill & Whitten for \$80. This should be a warning to dealers not to buy machines cheap from any one, except they know who they are, and can be sure of finding them in case of dire necessity.

MR. KLIPSTEIN of St. Louis, lately had a twelve-mile road race with a greyhound. Before half the distance was run, the dogs showed signs of giving out, and had to be watered and sponged. At the finish the canine was used up thoroughly, and only a good rest and a good dinner enabled him to slowly toddle back to town, a very much tired purp.

"HALL shadowed Stenken during the entire race, (N. Y. and N. J. Association Race,) and a great many riders that think the latter lost the race by allowing him to do so."—*Philadelphia Item*. Probably that was it, but it would also be to the point to say that had Stenken "allowed" Hall to cross the time first, Stenken might have beaten him? Logic is a great thing.

WE commend to the notice of Mr. Bassett and the Owl, the following, clipped from the *Philadelphia Item*, and would suggest that they take steps at once to prevent the wicked *Item* man from trespassing and usurping the prerogatives which have always clearly belonged, exclusively, to the two first named scribes; this is the item: "Pike County is not a bad place for wheelmen who have piscatory habits."

WE most heartily commend to riders who value comfort, the Bicycle stocking made by the Holmes Mfg. Co. We have been using a pair lately, and with the greatest satisfaction. We recommend all cyclists to see, buy, and wear these stockings and they will appreci-

ate our sincere admiration for them. They are made by the Holmes Knitting Co., 17 Kingston St., Boston. See advt. on another page.

PRESIDENT KIRKPATRICK was the recipient of honors and a good dinner from the hands of his admirers in Springfield, Ill., in jubilation over his election to the highest office the L. A. W. can confer.

ARTISTS are usually enthusiastic cyclists. Among the late converts to the pleasures of cycling, appears the names of those well known Philadelphia artists, Mr. Hermon Simon and Mr. George Herzog.

A ST. LOUIS paper has made the discovery that Ralph Friedburg and Ralph Temple are one and the same person. We wonder if the same paper has made the discovery that Mlle. Zikoff and Friedburg are any relation?

CHIEF CONSUL HAYES has issued a circular to State consuls, informing them that he is prepared to furnish "danger boards," to be placed at the top of any hills in their locality which may require them.

THE annual meeting of the Connecticut Division of the L. A. W., was held at Hartford, June 9th. The event was a great success, notwithstanding the inclement weather. We give an account of the road race in another column.

IN recognition of past services, the Springfield Club have made H. E. Ducker a life member of their organization. It is also proposed to arrange a fitting testimonial to Mr. Ducker, in the event of his removal from Springfield.

"THE BICYCLING WORLD, America's oldest wheel journal, has removed into new quarters, and assumed a new dress. The change becomes it exceedingly, and the WORLD will evidently roll on in the front rank for years to come."—*Canadian Wheelman*.

IT is understood that the next race of the Eastern Road Club, will not be over the Dorchester, Dedham course. Just where it will be located the management could not state, but it will be a "record course," and an effort made to beat 1.32, Mr. Perry's record last fall.

MESSRS. FLEMING, Gould, and Nellis, are the names of three ambitious cyclists who are emulating the example of Mr. Stevens, and traversing this continent on the wheel. The two first named will cry quits at Omaha, while the latter hopes to catch a glimpse of the "golden horn," before he takes the final figures from his cyclo-meter.

WE were somewhat disappointed at the pictorial efforts of the *American Wheelman*, in the meet and road race members. There were only two pictures that were funny, "Going the the Meet" and "The Meet." The "Banquet" was not a bit funny but coarse, the rest of the pictures, below par. This was all the more disappointing as the *Wheelman's* efforts are usually "bang up" in every respect.

THE site of the head-quarters of the New Warren Club of Roxbury, Mass., is historic. This was the starting point of the first great cycling tour of the country. "The wheel round the Hub" started from here, and with the publication of the history of same, also came a desire among many to try the wheel themselves. We know we date our determination to become a wheelman, from the hour we read Mr. Pratt's most delightful narrative.

MR. ALBERT FRANKE of St. Louis, had an adventure the other day with a villainous tramp. It seems he rode his bicycle down to Carondelet on a collecting tour. Having completed his rounds, and secured many shekels, he was about to mount his machine, when a dirty tramp accosted him and solicited the gift of a nickel. Mr. F. refused, whereupon the wretch grabbed the cyclist by the throat and thrust at his body with a knife. Luckily the blow did no damage further than to cut his clothes and scratch the cuticle a bit. The murderous tramp took to his heels.

WE can talk earnestly on the construction of machines, we can kick consistently and constantly on the absurdity of the amateur question, we can even go so far as to express a fairly intelligent opinion on the rights of wheelmen, but when it comes to writing a criticism on a piece of music, we frankly admit we lack the necessary education. Let the question be spokes or bearings, and we count ourselves in on the fracas, but when it comes to sharps, flats, and semi-quavers, we, figuratively speaking, take a header. We have before us now for a notice, a very nicely gotten up copy of *Bicycle Waltzes*, by Geo. N. Rockwell, and dedicated to the Scranton Bicycle Club. We opened it and found the usual dots and things that go to make up the noise. We also noticed some words of direction to the piano pounder, to *grandioso*, also to *amoroso*, and likewise to occasionally indulge in a *spiritoso*, all of which we did to the best of our knowledge and belief, and with the aid of an antiquated Jews harp. The result was not satisfactory, that is if we can judge by the

suppressed merriment of our Devil and the office boy. We only wish we could hear it rendered by the Scranton Bicycle Club. Seriously, we think that every cyclist who is blest with a musical education, should send to Mr. Geo. N. Rockwell of Scranton, Pa., and get a copy. It is written for piano, also small and full orchestra.

HOWELL WINS BY JUST ONE YARD.

IN the ten-mile bicycle race between Woodside and Howell, at Coventry, last Saturday, Howell was pushed to his utmost to win. It was one of the finest races ever seen on the track, and Woodside showed by his magnificent running that he is getting into form and may make Howell gaze at his back wheel before the season is over.

WOODSIDE GETS THE FIVE-MILE PROFESSIONAL ENGLISH RECORD.

(Special Cable to the World.)

COVENTRY, June 14, 1887. Woodside succeeded to-day in lowering the English five-mile professional record to 14m. 20 1-5s. [The "best previous" English Professional time is 14.28, made by R. Howell. The best world's record is held by W. A. Rowe, in 13.23 4-5.—ED.]

THE TWENTY-FIVE MILE ENGLISH AMATEUR TRICYCLE CHAMPIONSHIP.

THE TWENTY-ONE TO TWENTY-FIVE MILE RECORDS GO.

IN the 25-mile Amateur English Tricycle Championship run at Birmingham, 30 May, R. J. McCreedy of Dublin, Ireland, took the 21, 22, and 23 mile record in 1h. 9m. 57 3-5s., 1h. 13m. 22 4-5s., and 1h. 16m. 51 2-5s. On the finishing of the 24 miles, F. J. Osmond rushed to the front, and captured the English amateur record for that distance in 1h. 20m. 16s., and also won the race, and captured the 25-mile record in 1h. 23m. 21 1-5s. Geo. Gatehouse nine seconds later, and McCreedy third, seven seconds after Gatehouse. All of the men finished within the "previous best," which was 1h. 26m. 29 2-5s.

QUEEN'S AMATEUR ATHLETIC ASSOCIATION RACES.

L. A. W. RULES to govern contests. Track, six laps to the mile, three curves. One-mile bicycle race, open to all amateurs, gold medal to first. Silver medal to second in each event.

Joseph W. Whitson, Mercury Wheel Club,	1, time	3:44
S. A. S. Wieners, L. A. W.,	2, "	2:46 1-2
R. A. Kissam, Q. A. A. H.,	3, "	3:49 3-4

Two-mile bicycle, open to all amateurs:

Joseph W. Whitson, M. W. C.,	1, time	7:53 1-2
S. A. Wieners, L. A. W.,	2, "	7:53 5-8
R. A. Kissam, 2, A. A. A.,	did not finish.	

Won by six inches.

Kissam is not 17 years old yet, and was riding an old rattletrap machine a gentleman rides to his business on; he is very game, but not old enough yet.

BROOKLYN BICYCLE CLUB RACES.

THE first of a series of road races, given by the Brooklyn Bicycle Club, was run over a two-mile course at Bath Beach, L. I., on Saturday afternoon, June 11th. There were two events, Novice and Championship. The novices started at five o'clock, the entries being as follows:—W. J. Kenmore, Jr., E. Skinner, W. S. Mead, W. R. Snedeker, C. S. Harrison, L. Brunn, Geo. Bancroft, B. J. Kellum, A. S. Haviland.

Haviland took the lead at the start, and held it for a half-mile when he was passed by Mead who had the race until he fell at one mile and dropped out. Kellum took a bad fall near the start, but he pluckily remounted, caught the field and landed a winner in 7.48, with Kenmore second, and Bancroft third, the rest close at their heels.

The championship started at 5.30, with the following entries: C. E. D. Todd, E. D. Williams, F. B. Hawkins, W. H. Meeteer, W. S. Vail, and F. B. Jones. The entire field kept well together until the turn on the homestretch was reached, when Hawkins, who was leading, took a header which threw him out, and the race was won easily by Todd in 6.53, with Meeteer second and Jones third.

Two more races are to be held at distances of five and ten miles. The men aggregating the greatest number of points in the three races will be awarded the trophy.

THE CRAWFORDSVILLE ROAD RACE.

YOUR correspondent has just time enough to dot down the results of this great race and send it along in time for this week's paper. Again do the "Victor" people came out at the head of the heap. Much disappointment was felt that Whitaker did not start, as it was on this course that he rode his record rides last fall, and great desire was expressed to have him go over the same course in competition, and see what he could do in a race. Though on the ground, and apparently in good shape, he did not come to the scratch. He is reported as expressing his fear of defeat after his experience at Clarkesville. Neilson had been drinking too much buttermilk, and hence a disturbed interior. At 9.45 A. M., W. A. Rhodes, "Victor," H. G. Crocker, "Columbia," and S. Hollingsworth, "Columbia," had the word to go. For the first fifty miles, the men stuck together, Crocker finishing this distance in 3.34.35, Rhodes two seconds later, and Hollingsworth in 3.35. The roads for the last fifty miles were much better, but the pace and the heat began to tell on Crocker and Hollingsworth, the former was overcome and had to give up. Rhodes had an easy time of it, and won, as he liked, in 7h. 57s. Had there been the close racing that distinguished the Clarkesville race, there is no doubt, much faster time would have been made, but as it was, Rhodes did not ride any faster than necessary to win the race. Mr. G. H. Hill made an

AMERICAN SAFETY RECORD

for fifty miles, covering this distance in the good time of 4h. 1m. 40s. He rode an Apollo Safety, and finished hands off. This is a starter for safety records, who next? All the fliers leave here to-night and to-morrow. D.

Crawfordsville, 13 June, 1887.

FIRST RACE OF THE EASTERN ROAD CLUB.

LAST Saturday, at 3.30, some two hundred cyclists assembled at the corner of River and Washington Streets, Dorchester, to witness more or less of the initial twenty-five-mile road race of the Eastern Road Club. Two or three hundred non-cyclists went to swell the crowd to quite respectable proportions. Delay of half an hour was caused by the Dorchester Club objecting to the starting of less than three men, but as the other clubs only had two men in each team, the ruling of the Judges that two men only should start from each club, was accepted by the Dorchester men. At five minutes to four the following clubs were represented by the men whose names appear below.

Chelsea Club:	F. A. Woodman.
	T. E. Pratt.
Dorchester:	W. S. Doane.
	G. R. Bates.
Boston:	H. W. Gaskell,
	T. Rothe
Newton:	W. K. Corey.
	H. A. Henderson.

At exactly 3.57 1-2, Starter J. T. Williams fired his pistol, and away went the eight men down the grade at break-neck speed. Corey led for most of the way along River Street, with Doane second, and the rest bunching. Then Woodman took the lead, and was only once or twice headed by Doane during the whole race. Just before reaching Mattapan on River Street, Pratt of the Chelseas, took a bad header, cutting and bruising himself so much that his withdrawal was necessary, thus spoiling the Chelseas' chances for first place. At Dedham the men were checked, Woodman, Doane, Corey, Rothe, Gaskell, Bates and Henderson. Bates claims he was misdirected by Morgan at Dedham, and so ran nearly two miles out of his route. This seems a trifle strange, as the Dorchester man certainly should have known his own club's course. Bates and Gaskell indulged in one or two headers each, but no harm resulted. Doane, who has only ridden about 150 miles in all the season, was riding a waiting race on Woodman, and he clung to his rear wheel with plucky tenacity. On entering River Street, and when only a mile from home Doane's leg got a bad cramp, and he rode one-fourth of a mile with one leg, while a club mate ran along and pounded his cramped limb. By the time he got his leg in working trim, Woodman had got an immense lead and finished first. Woodman rode a splendid race, and came swinging over the line in fine shape, in the good time of one hour thirty-five minutes thirty seconds. Doane was only thirty seconds behind, and then came a lapse of two minutes, and Kirk Corey hove in sight pretty well pumped. In eight minutes more, Rothe came in, closely followed by his club mate, Gaskell. Then an awful long wait, and Bates appeared, thus giving to the Dorchester Club, the greatest number of points and the race. Below we give the

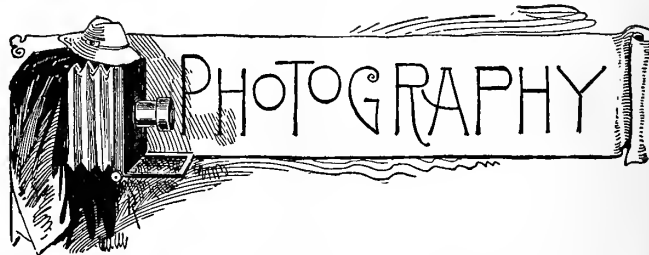
	TIME.	POINTS.	TOTAL.
Dorchester, W. S. Doane,	1.36.30	7	
G. R. Bates,	2.07.30	3	10
Boston, T. Rothe,	1.46.00	5	
H. W. Gaskell,	1.46.30	4	9
Chelsea, T. A. Woodman,	1.35.30	8	
T. E. Pratt, (header),		0	8
Newton, W. K. Corey,	1.38.30	5	
H. A. Henderson,	2.14.00	2	7

A protest was entered by a Newton Club man, against Doane, on the charge of being a professional. With the meagre information we have, we opine the protest not well taken. Mr. Doane was an amateur in good standing, according to the League ruling, as he applied for and obtained a membership ticket from that organization for the year 1887. The next race of the club will take place in September.

Mr. F. A. Woodman, the man who finished first, rode a Victor bike, Doane and Corey rode Rudges, Gaskell was on a Columbia.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

THE race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. The starters were F. L. Damery, William Harding and E. A. DeBlois of the Hartford Wheel Club, L. A. Mills, Meriden's favorite racing man, Ludwig Forster of Elmwood, and S. J. Mills of Bristol. The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. Harding took the lead and cut out a killing pace over roads that could be best likened to ploughed fields. DeBlois and Miller followed at a short distance back, and the others trailing. During the first few miles DeBlois took some more severe headers. The harder the riding and the heavier the rain, the faster Harding rushed along, and he went through New Britain like a wild man, although the riding was extremely dangerous. Miller passed New Britain about four minutes after the leader, and close after came DeBlois. At Clayton the road became unrideable, and the men had to get down and frog it. The road was so heavy that the men ran along in the grass at the side. It was during this run that Miller caught up with Harding, passed him and finished, a winner in 2h. 7m. 57s., Harding next in 2h. 12m. 9s., DeBlois third, Damery fourth, Forster fifth, Mills did not finish. Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.



RAMBLING REMARKS BY RONALD DOUGLAS, IN THE PHILADELPHIA PHOTOGRAPHER.

PHOTOGRAPHERS are often troubled with dew collecting on their negatives in cold days, especially when the rooms are being warmed. I have myself lost valuable negatives from the action of moisture on them. City men, who generally keep up their fires day and night, are rarely troubled with dew on their machinery, negatives, lenses, and others. Being kept warm, these articles get no chance of chilling and condensing on them the watery vapor, ever present in the atmosphere of rooms. Unfortunately many are not so situated, especially in the country, where coal is not overabundant, and difficult to get. To such I would recommend to keep their valuable negatives in envelopes. From my own experience, I judge that plan to be the best protection for glass negatives. I keep mine in envelopes, then stowed away in pasteboard or in tin boxes, in parcels of a dozen each, and since adopting that plan, I have not lost a single negative from the causes complained of.

Mr. Bachrach, of Baltimore, advocates coating dry-plate negatives with collodion before varnishing, and he claims them to be proof

against water. This idea is worthy of adopting, since it seems correct in theory. I have never tried it myself.

We all know what a messy thing it is to clean off old dry-plate negatives. Much more so with dry than with wet. I find it more convenient to steep the unvarnished negatives in warm water, which dissolves off the film, and leaves the glass in excellent condition for further treatment. Rejected negatives, before they are fixed, can have the film scraped off, and thrown with spoilt silvered paper, to be afterwards sent to the refiner. When they are varnished, a hot solution of washing soda almost instantly dissolves off the varnish, and frills the film away from its support.

I, for one, believe that the days of glass negatives, for outdoor work, are numbered. The Eastman Dry Plate Company have, as we understand, overcome the objection against paper negatives, and have given us films that can be stripped off their paper support, and transferred to sheets of gelatine. What an important revolution! What next?

All photographic lenses give more or less curved field. Instead of being a disadvantage, it seems probable that we can utilize the principle, if we would use curved plates. Curved plates are not practical with glass, but now, since we have paper, it remains for some one to invent a holder, that will present the sensitive surface curved so as to confer with the optical principle of the lenses.

To the amateur and the uninitiated, I would recommend the use of developing dishes of rubber, or what is better known as ebonite ware. They are more expensive than the metal ones, but one rubber pan will outlast ten of the other kinds, hence it will be seen that instead of being very expensive, they are the reverse. Agate ware dishes are the nicest to work with, but unfortunately they are both very expensive, and also they cannot last. The glazing always cracks and peels off. Porcelain pans are better in the long run than agate, but they likewise crack in time and become useless. Wooden pans coated with asphaltum, are the best thing for silvering, also for developing large plates in. The silver eats up rubber, besides, large rubber pans are very liable to break. Japanned iron pans go first, agate and porcelain next, rubber lasts longer, wooden pans are too heavy and bulky for small plates, but just correct for large ones.

There are many text-books on photography in the market, that are worthless, avoid them, and take what regular and reliable photographers offer. Many publishers know nothing of photography, and they accept manuscripts from ducklings in the art, who know good English language, but nothing of the art, and push the worthless trash to fill up their pockets, and they do not care whether the books help the purchaser or not.

"STROLLINGS AMONG THE TRADE."

NEWARK, N. J.

AN afternoon with nothing of moment demanding my attention tempted me to take a stroll down Broad street and past our lovely Lincoln Park to the

STORE OF D. ROGERS & CO.,

the importers of the Cunard cycles, who are located at 75 Clinton avenue, directly opposite the lower end of the park. I found Mr. Rogers hard at work at a batch of correspondence, but got a cheery "How do you do to-day?" as I entered the door. A "have a seat and a cigar, I expected you in," followed, and when asked about the general run of business, informed me that he had answered about fifty domestic letters, and had as many more to send off by the foreign mail to-morrow.

In regard to the record made by Charles E. Kluge on Decoration Day, Mr. Rogers said: "Yes, it was a great performance, and Kluge did a good day's work; he was in grand form and never rode better. Kluge weighed 174 pounds, and the machine—which, by the way I have ridden since last September over the cobbles of Newark—weighs 37 pounds, and is as staunch and firm as when turned out of the factory. It speaks well for a machine built for light path work, when it stands 25 miles over the inter-State course in 1 hour 34 minutes 40 2-5 seconds. Our tandems! Well, I should say they did sell. I took a lot out of the Custom House yesterday and shipped them direct. I made two sales last evening, one for a party in Cincinnati and one to Mr. Frank Ross of 766 Broad street, this city. Both were the convertible type. Tangent spokes are preferred. Yes, we will certainly try for tandem records this season if we get a wheel in time."

Mr. Rogers is having a Cunard safety made for his own use which will weigh but 30 pounds all complete. When asked as to the demand for safeties, he said they were selling first-rate. The automatic steering arrangement has been done away with, as it bothered riders who had been accustomed to the bicycle steering.

"Our big hold this year," said Mr. Rogers, "in bikes, is \$80 machine, which is made with full section hollow fork (half hollow to small wheel), very narrow tread, direct spokes, hollow handle

bar, and fitted with ball bearings all around. This machine is splendid value for the money; in fact will compare favorably with many wheels costing one-third more."

"Our new Direct Steerer tricycle is another big hit. This has 36-inch drivers and a 30-inch pilot, with our renowned folding handle bar, which adapts it to either ladies' or gentlemen's use. The special feature in this, however, is the axle, which, instead of being the size of the one in our No. 6, is reduced to 1-2 inch in diameter, and is made of solid Bessemer steel, and a new and very neat compensating balance gear. Otherwise the machine is the same as the No. 6."

When asked as to his opinion of the chances for running a successful tournament under the combined auspices of the Newark clubs, Mr. Rogers said: "I think it would be a go, and if such a tournament is arranged you may count on me for the first prize on the list, and I will assure you that what we donate will be worth riding for." Mr. Rogers coasted down the high hill at Mt. Pleasant avenue on Sunday without a brake, and says the impetus carried him half way up the side of the mountain on the other side, "and," he said, "I thought at first that I was going clear through it." After saying that Mr. Smith was at a cricket match, and handing out another smoker; he looked so wearied I decided that he needed a rest, so I said "good-day," and left him.

Just as "yours truly" was in the act of climbing under his hat a day or two ago, preparatory to a walk toward the bicycle factory of

REBER, SAICH & KLUGE,

the manufacturers of the King wheel, the old adage of "Think of the—etc.," came to our mind, as, before we reached our door, it opened, and in walked Kluge himself, large as life, and twice as happy. A cheery "how-do," "glad to see you. I was just about going up to see you, and congratulate you on the tricycle record you made the other day, on a Cunard; but what's the matter with making a record for the King?" we added. "All in good time, my boy," said Kluge. "The King will get records on both track and road, before the season is past, and," he continued, "you might make known the fact that we are through experimenting, and we are now going in for business. No more changes will be made this year. We will turn them out as fast as they are called for. We will now make them with ball bearings all around, the frame work is greatly lightened, and the machine presents a much more graceful appearance than the former patterns. After June 10 we will be able to show the wheels to all comers, and just as soon as the Roseville track hardens down in good shape, I'm going in for solid training, and will keep at it until something breaks in the shape of records. And another point that may interest the public, is that we are going to put a King tricycle on the market early next year; the movement of course, will be the same as the bike, but for simplicity and cheapness, it will down any of them. Yes, we have a large number of orders on hand for King wheels, but will soon catch up. Repairs! I should say so. We are working day and night, and can't begin to get even with the work in that department. But I must make a start for the course. So long! I'll see you later."

Later in the day, our coat was again stretched across our shoulders, and we walked up as far as Oraton Hall, to see if we could advantageously work the "pumping act" on

HOWARD A SMITH & CO.

We found Ed Collins up to his ears in business, trying to exhibit his skill as a Star rider, teach a man to balance on a crank, another to mount a Star, and at the same time talk another into buying a machine. Ed is well liked by the frequenters of the Hall, and has taught over 250 to ride, during the winter and spring. While discussing this, that and the other, in came the genial "Howard A." glasses and all. As soon as he could be found at leisure, a little thumbing elicited the fact that his business was "simply immense." "Why," he said, "our sales of sundries alone, during April, amounted to more than double those of the corresponding month last year. We have had such a drive on 'Z. & T.' Stocking Supporters, that we are out about twice a week. The 'Z. & S.' bundle carriers have sold faster than ever, since we inserted our ad. in the BICYCLING WORLD. We have had orders for our 'Newark' cap from all over the country, as you will see by this book. Here is an order from Kansas City, Mo., Erie, Pa., Sacramento, Cal., Los Angeles, Cal., St. Joseph, Mo., Naugatuck, Conn., and a Texan order on this page. The adhesive tire-tape always sells, but this year faster than ever. Our 'Newark' shoe, one of the easiest and neatest looking shoes ever worn, seem to take. They are made of Cordovan leather, and can't be beat. Selling any wheels? Well, rather. We are selling more wheels than ever before, both new and second-hand, and by the way Newarkers are taking hold, we will soon reach as high as any city in the country in the number of our riders. Well, well, you'll have to excuse me, I must buckle in and attend to 'bus.' Call again."

VICTORIOUS QUADRANT!

The First Conqueror of Weatheroak again Demonstrates Its Superiority.

In the greatest hill climbing contest the world ever saw, held at Weatheroak Hill, England, May 21, participated in by the best hill climbers in England, employed solely to beat the QUADRANT, the following is the result:

MACHINE.	RIDER.	TIME.
1 Quadrant Tricycle,	Frank Moore,	1.27 3-5
2 Quadrant Tricycle,	A. J. Wilson,	1.30 2-5
3 Dromedary Safety Bicycle,	J. Moore,	1.36 4-5
4 Humber Crippler,	M. D. Rucher,	1.42
5 Humber Safety Bicycle,	W. Terry,	1.42
6 Quadrant Tricycle,	H. G. Priest,	1.43
7 Humber Safety Bicycle,	S. C. Stephenson,	1.54 4-5
8 Humber Safety Bicycle,	W. Allen,	2.17 4-5
9, 10, 11, 12, did not succeed in getting up.		

Mr. Alfred Bird, who had previously climbed this hill four times on a Quadrant, rode another make of machine in this contest, AND FAILED TO REACH THE SUMMIT, an uncontested proof of the superiority of the Quadrant.

In connection with the above may be taken the fact that the Quadrant holds all Tricycle road records in the United States from 50 to 100 miles (made in the mud on Clarksville's hilly roads), and the world's 1 mile road record of 2 min. 38 sec. as a proof of its easy running.

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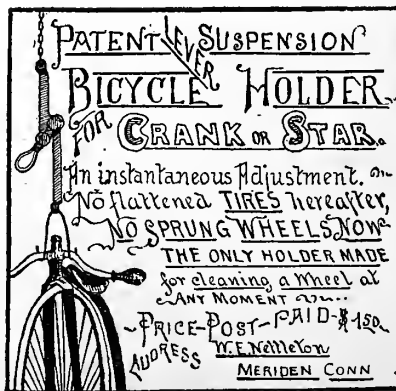
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The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus— It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire a little heat will therefore be necessary.

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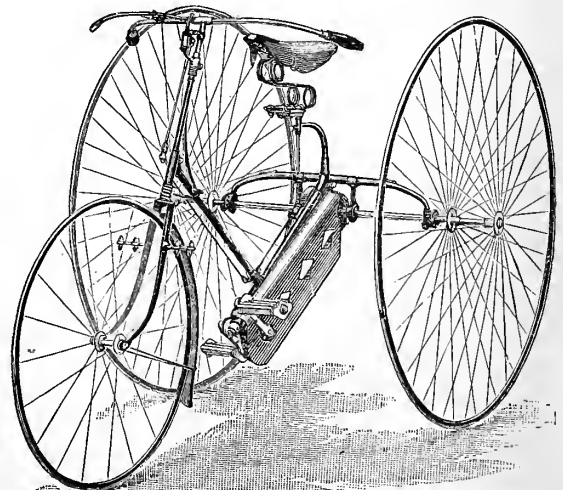
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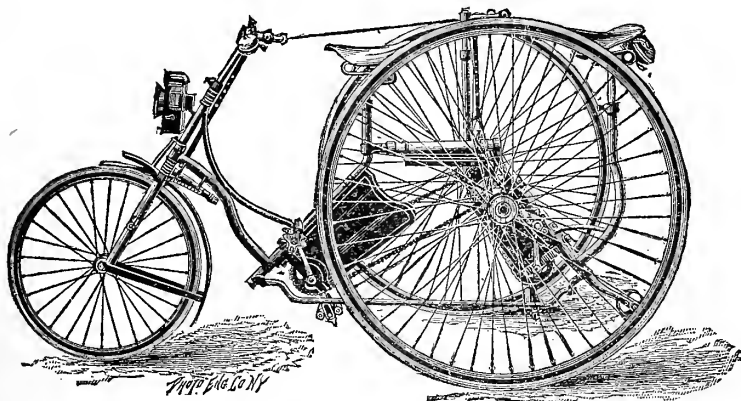
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(Signed) T. J. KIRKPATRICK.

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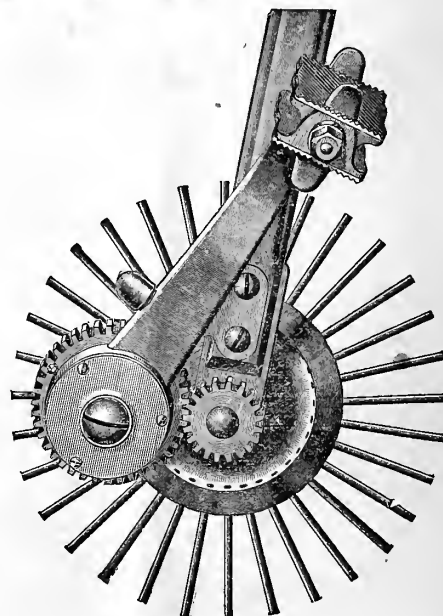
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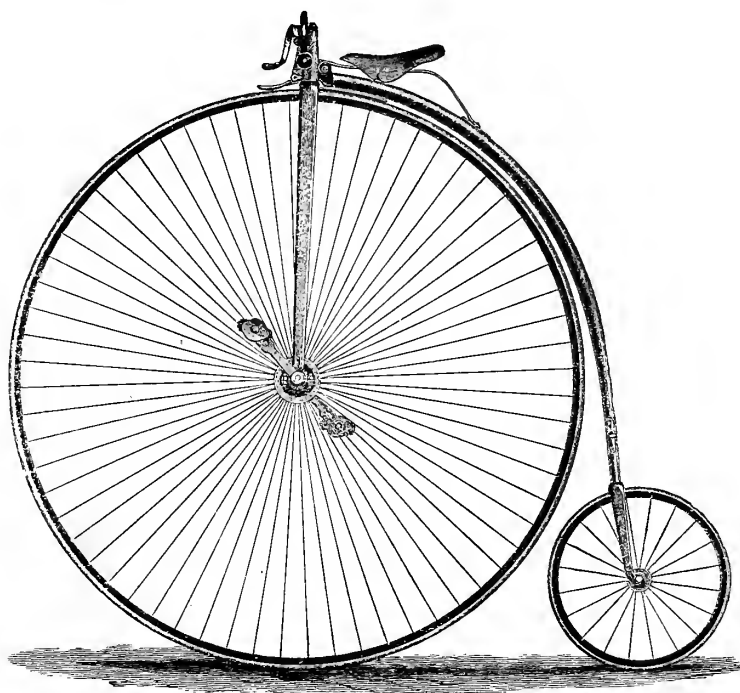
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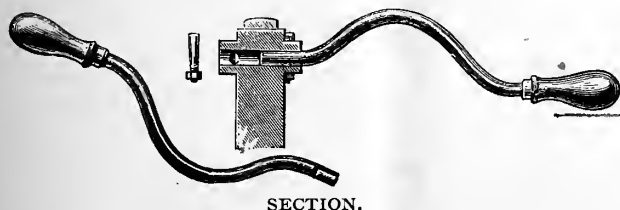


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DEVOTED TO THE INTERESTS OF CYCLING

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5 cents a copy.

BOSTON, 24 JUNE, 1887.

Volume XV.
Number 8.

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THE RECORD:

	Name.	Machine Ridden.	Time.
1st,	Robt. A. Neilson,	VICTOR,	6.46.27.
2d,	Wm. A. Rhodes,	VICTOR,	6.46.51
3d,	H. G. Crocker,	Columbia,	6.51.27
4th,	S. Hollingsworth,	Columbia.	
5th,	S. G. Whittaker,	Champion,	
	C. W. Ashinger,	Champion,	Dropped out at 20 miles.
	Chas. Frazier,	Star,	Dropped out at 20 miles.
	John Brooks,	Star,	Dropped out at 40 miles.
	A. A. McCurdy,	Star,	Dropped out at 40 miles.

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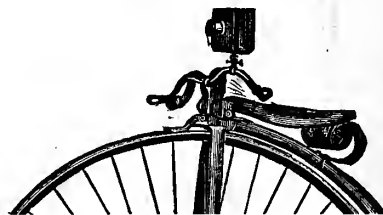
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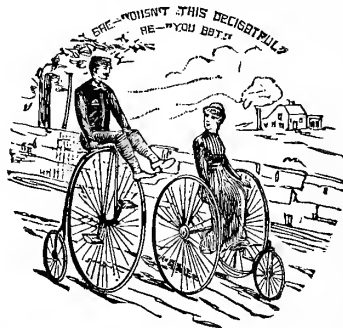
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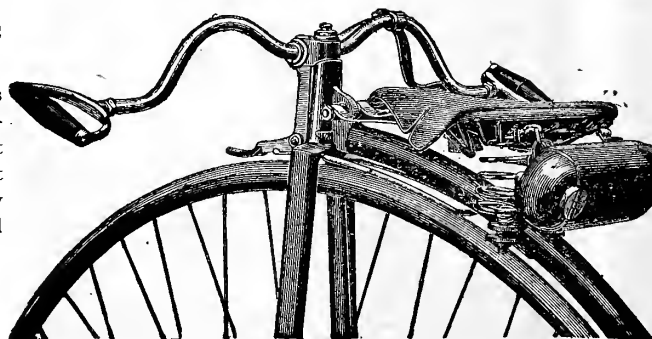
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Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 24 JUNE, 1887.

UP to the time of our going to press, we are without advices as to what the Governor of the State of New York, has done with the Liberty Bill. We were in hopes to have been able to report the signing of same in this week's issue.

THE little man who crossed the briny deep with the "Team," as a trick rider has suddenly come to the front as a man that can beat Howell on a quarter-mile sprint. In another column will be found a cablegram giving particulars. Bravo Temple!!

WE should very much like to see that idea prevail which would not recognize any claimed record excepting that made in an open competition. As the top notch has no doubt been reached by the aspirants who have been knocking old Father Time out for the past few years, we should very much like to see the L. A. W., the N. C. U., and (we almost forgot) the A. C. U., take a stand on the matter. There are comparatively very few records which are accepted to this day that have been made in open competition; the most marvellous have all been made by ambitious riders, with no other competitor than the second hand of a watch. Let the accepted records hereafter be only those made in open competition.

WE append below a letter which, for clear, concise and logical conclusions and reasoning, stands pre-eminently alone in all our brief experience as Editor. We present it to our readers, giving the prominence due to such a remarkable production, and as a curiosity that such a line of argument should be written and presented by a man in the supposed full enjoyment of all his senses. A careful perusal of the letter will be enjoyed:

"Will you kindly give space in the WORLD, for a few thoughts, (which I know you do not approve,) regarding sidewalk riding? Of course, I, as a reader of the WORLD, understand the attitude of the esteemed editors upon this subject. But we all have ideas about the matter, and may I state mine? First, then, I believe it is the veriest bosh, to assume for a moment, that a wheelman has no right to propel his machine upon the smooth hard walk, and not say

anything about the numberless baby carriages, which, of course, (?) have the right of way. Why, in the name of common-sense, has not a bicycle as much right there? Then how about the four-wheeled hand-carts and wheelbarrows? Cyclists prefer to ride upon the sidewalk because it's easier, and more comfortable, and that's why people walk there, and not in the middle of the road. Moreover, I think every bicycle paper, ought to advocate sidewalk-riding, in the interest of the wheeling fraternity. To permit that most dangerous of all foes that the wheelman has, (and contemptible as well,) a miserable dog, to wag his confounded tail upon the sidewalk, and consign the noble rider of the wheel, to the middle of the road? Well—reply or comment is not needed. I hope you will become converted, Mr. Editor."

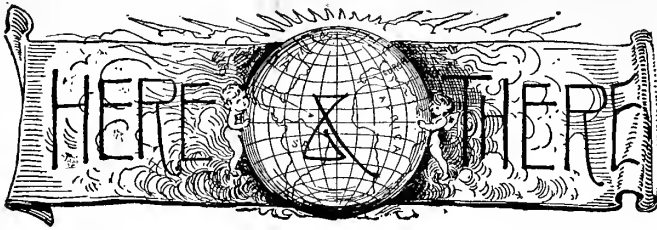
"Reply or comment not needed." Well we hardly think it is, we think this effusion one of the strongest ever written *against* sidewalk riding. How ingenious and subtle the logic that places helpless babies on a par with strong, reckless, sidewalk fiends! How refreshingly conclusive his argument that "cyclists prefer to ride upon the sidewalk because it is easier and more comfortable, and that's why people walk there!!" As to his appeal for support of his theory by the cycling press; we tremble at refusing, but we are adamant, and refuse, though the heavens fall!! The writer gets in one dig that we really enjoy, and indicates that he has a glimmering of the true fitness of things, occasionally. We allude to his remarks regarding the purp and his vibrating caudle appendage. Our friend also uses the words "bosh" and "common sense." As to the first noun, we think most of our readers will be able to discriminate as to what part of the letter the word fitly applies. In regard to common sense we hope our friend will acquire a little of it, so that he will cease to argue that, because babies and pedestrians occupy the sidewalks, cyclists also should be permitted there. The gentleman's insinuation as to the deadly character of the fiery and untamed baby carriage, occupied by a stalwart and blood-thirsty baby, is likely to awaken in the breast of every timid weakling who totters along on a bicycle, the very liveliest apprehensions. We all know that the baby carriage, propelled by a fierce nurse maid, and occupied by a rampageous infant thirsty for gore, is a veritable Juggernaut, that should be turned into the road, to take its chances with the other fast and recklessly driven vehicles. By all means, make the baby go on to the road, with the drays and the trotters, and let the feeble cyclist have the sidewalks unincumbered.

SPECIAL OFFER.

THE transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such, should be encouraged as tending to the permanent good of cycling in more ways than can be referred to here, the BICYCLING WORLD Co. will send to each new subscriber whose subscription reaches Boston at any hour between midnight of the next eight Saturdays, and midnight of the following Monday, a copy of the "MY CYCLING LOG BOOK," free.

The duration of this offer will depend upon *how long the copies of the "MY CYCLING LOG BOOK," which we have laid aside for this purpose last.* We will, however, give due notice of withdrawal.

Those whose names reach Boston at other hours than those designated can obtain a copy post free by sending us seventy-five cents, and new subscribers will be furnished with a copy of the "MY CYCLING LOG BOOK," and the BICYCLING WORLD for one year, for one dollar and seventy-five cents in advance. To non-subscribers the price of the LOG BOOK is one dollar and a quarter. The LOG BOOK is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised.



NEW-YORK.

"THE RAVEN."

AN individual who will henceforth be removed by his ignorance from the obscurity he has heretofore enjoyed, is Frank Scott. This is the man, who, while posing as the apostle of the horsemen in their opposition to the "Liberty Bill," at the hearing before Governor Hill, on the 14th, premised his tirade with the remark that "he did not care to discuss the question whether bicycles frightened horses or not." Naturally he did not. This avoidance of the only vital point at issue in the affair, exhibited his entire stock of "horse sense." He based his opposition upon the strong grounds that "while the braided and spangled wheelmen in variegated hose, is doubtless a beautiful object to amuse girls in the parks, yet public interests should not be sacrificed to the sense of the picturesque," and the learned gentlemen further argued that if the bill became a law, "baby-carriages, junk carts, and wheelbarrows" would claim the right of entry into the park roadways. Did any man of intelligence ever before offer such imbecile arguments to defeat a just law? When in the course of events, it shall be deemed advisable to erect a monument to the greatest idiot of all time, I bespeak for this Frank Scott the honor of having same dedicated to him, a well-merited honor that none can deny him, after the brilliancy of the foregoing arguments. Mr. Scott can congratulate himself that no law exists prohibiting idiots from entering Central Park, for if it did, Mr. Scott's personal knowledge of the interior of the park, would just about equal his acquaintance with the unexplored portions of Africa.

THE anniversary of the organization of the Citizen's Bicycle Club was celebrated Monday evening, with a combination "smoker" and strawberry feed. A crowded house wished their hosts many happy returns of the day.

It is not absolutely essential that an individual must be a baseballist, to understand and appreciate "curve pitching," most any wheelman can become a practical exponent of it by riding an average six-lap track with bad turns.

DR. FRANK VERNON COOKE was taken from here to Newark, on Friday last, on a requisition from the Governor of New Jersey, to answer the charge of giving D. Rogers & Co. a bogus check for \$260, in payment for a tandem. This is the latest variation of the machine stealing mania.

AT the games of the Olympic Athletic Club on Saturday, at the Manhattan grounds, a two-mile team race was contested by two teams, of four men each, from the Harlem Wheelmen. J. W. Powers' team defeated E. C. Parker's team, by score of sixteen to eleven points, H. L. Powers leading both terms across the line.

THE final act of consolidation of the New York and Ixion Clubs, took place on Thursday evening, at the club house of the former club. The officers chosen in the combined club, were, President, E. J. Shriver; Vice President, O. G. Moses; Secretary, F. I. Stott; Treasurer, E. L. Roy. Plans for the new club house will be submitted within two weeks, and as soon as they are accepted, work at building will at once begin.

THERE is probably no place in the country whose wheeling interests are so well looked after in the cycling and daily press, as St. Louis. With only a couple of hundred wheelmen, we find column accounts in every wheel paper published, about what they are doing, intend to do, or ought to do. I understand that when a St. Louis rider picks up a paper, and does not find an item in it about his climbing "Son of a Gun" hill, or accomplishing some other equally important event, he immediately looks up the delinquent scribe to know why he has been thus slighted, but any such omissions are very rare, yes, very rare.

THE board of officers of the N. Y. State Division met on Wednesday evening, at Grand Union Hotel, with about twenty members present. State camp was abandoned, owing to the Divisions's funds being too low to warrant them guaranteeing the expense of \$1200 involved, a substitution was made in planning the annual division

meet to take place, for three days in September, at some watering place, and Messrs. Egan, Greenman, and Reynolds, appointed a committee to so arrange. The unusual expense imposed upon the treasury by the fight on the "Liberty Bill," and the issuance of the road book, caused the Chief Consul to fear a shortage in funds. Meeting endorsed the expenditures, and authorized Mr. Bidwell to issue a call for voluntary subscriptions, should a cause for same be deemed advisable by him. Rights and Privileges Committee were instructed to investigate the new ordinance just passed by the Board of Aldermen, compelling wheelmen to carry lamp and bell within the city limits. The ground was taken that this was special legislation against wheelmen, and that any law aimed at them specially, and not at pleasure vehicles in general, should not be allowed to become a law, unchallenged by the L. A. W. Chief Consul Bidwell appointed standing committees as follows: Rules and Regulations, Luscomb, Clapp and Butler; Rights and Privileges, Potter, Share and Jones; Touring, Barkman, Bull and DeGraff; Finance and Audit, Gulick, Loucks and Adriance.

BIRMINGHAM (ALA.)

"PHI KAPPA PSI."

POETS and editors have vied with each other in trying to give a high sounding, and at the same time appropriate, name to the bicycle. We are all familiar with such expressions as the "silent steed," the "glittering wheel," and the more laconic "bike." But it remains for the Alabama "moss-back," the greenest of the green, to add still another name to the bicycle. A few days since, one of our wheelmen was run into by the genus known as the "Road Hog." But for the agility of the bicyclist, he would have been hurt, and his machine broken. The next day Mr. Road Hog had Mr. Bicyclist arrested, on the charge of assault and battery with a *weapon*.

It is doubtless a great satisfaction to the majority of wheelmen, as it certainly is to us in this region, to know at last what a bicycle really is, and have the matter set at rest. It is a weapon, and that is the end of it. It seems strange that it should be left to a backwoodsman to discover this; for most cyclists, in looking back over their first struggles to manage the bicycle, have certainly had an inkling that it was a weapon, because at times the cursed thing was undoubtedly loaded and went off. [Excuse us; it is the *rider* who goes off. Ed.] It is seldom that it kills, to be sure, but we can all bear witness that it can make some pretty bad wounds.

Up to this time, Custom House Officers have charged the same duty on bicycles imported into this country that they did on carriages — thinking, poor deluded creatures, that they were vehicles, when, lo and behold! it turns out that they are weapons. Now all that rate of levying duty will have to be changed, and a new tariff made.

PLEASE, Mr. Editor, inform the proper authorities about all this as soon as possible. It looks bad for a great big government like Uncle Sam's to be making mistakes like this, and all on account of not knowing what a bicycle is.

SYRACUSE NOTES.

"SALINA."

"CHUCK" TRUESDALE is hiding behind trees, jumping over fences, and trying in various other ways to keep out of the boys' reach. Charlie went to Washington three weeks ago, to bugle for one of the companies which took part in the National Drill. He was presented with a box of cigars. (If there's an interrogation point in the office, you might safely put it after "cigars.") The weeds he brought home, and after he and his chum had worked half the night in doing them up in tin foil, he brought them down to the last club meeting for the boys. The cigars were peculiar. The flavor of the first quarter was delicious, and the boys congratulated themselves on smoking two for a quarter; the second quarter strongly resembled a two for a fiver; the third quarter smoked like old woolen rags; and the last quarter smoked like a full grown bonfire. It is over a week since those cigars were smoked, and the odor isn't out of the club rooms yet. Truesdale pleads innocence; says he was obliged to take what was offered him, and that those were the best cigars to be had at the Capital. A member of the club who has been to Washington himself, and knows whereof he speaks, says that box of cigars was made from stubs and butts picked up around the legislative halls and hotels, and the peculiar various flavors noted in each cigar, is accounted for by the fact that each Senator smokes his own home brand of cigars, and so many different stubbs being used, a variety of fumes will result. We boys will get even with "Chuck."

TWENTY members were in attendance at the last club meeting, the

largest number in the history of the club. Only thirty-three members in all. This shows interest in cycling affairs here.

MONDAY night has been fixed as the time for holding the weekly club runs for the season. Captain White is an expert amateur photographer, and his pictures of club gatherings grace the walls of the club room.

SYRACUSE League members have received their New York State road books, and are much pleased. The book contains descriptions of all the rideable district in the State, and is a valuable acquisition to the cyclist's library—if he is lucky enough to have one.

WE have a wonder in the club. He rides a forty-eight-inch wheel. Been on a bicycle three weeks, and never took a road ride until Decoration Day, when he went through to Auburn, thirty miles, nearly, and ate dinner with the other boys. Can't tell what Harris will do next.

If any club, where dues are payable has trouble in keeping its members paid up, cares to do away with that little difficulty, do this: If your dues are seventy-five cents, make them one dollar, unless the money is paid in, on or before a certain date, when only seventy-five cents shall be required. We adopted a resolution to that effect last meeting, and the little thing has worked wonders.

I WONDER if anybody can tell why the ladies, as a rule, so heartily detest the safety wheel. Our honored President, who, by the soda water, is a great favorite with the fair ice cream eaters, rides one of these low down wheels, and the ladies laugh as he goes by, and exclaim, "I think that thing is just too horrid for anything." When you ask them what is off about it, they say, Oh! I don't know, but it isn't one bit graceful." Maybe that's so, but a cow gives milk.

"ED" RICE does the fancy riding for the whole club. One night last week we discovered him doing his acts for an interested crowd of spectators on the sidewalk in front of one of the city hotels. He rides to and from his business on the unicycle, and his chief song when he is all alone in the club room is:

"Rice, for a bicycle rider was bound.
And often on one wheel went riding around;
But Nick Kaufman could beat him, he very soon found,
That was English, quite English, you know."

WASHINGTON.

"T. HANDLES."

I DON'T like to inflict you with notes on the weather every week, but the few days that have passed show conclusively the folly of touring South during the summer months. It may be very pleasant and very romantic to talk and think of the "balmy days of summer in the sunny South," but the reality is too warm to be pleasant. Residents are seeking the cool of the mountains and resorts in the higher latitudes, and our spring riding season is drawing to a close.

I HAVE heard something about an excursion down the river one of the clubs will give soon, but I cannot learn which. I also understand the Capitals are talking of going to Norfolk on the Fourth of July. This is about all this week; so ta-ta.

SINCE I wrote you last week, a new tour master has been appointed in the person of Scott Bombarger of Hagerstown, to succeed N. L. Collamer of our city. Some mild surprise is expressed at the choice, though of course, the appointing power lies in President Kirkpatrick, and the old officers must take a back seat for the new administration's choice. I hope Bombarger will hold a fall tour, and wish him every success in his office.

P. S. BROWN has held the Flint cup for some time, it being the property of the last winner until challenged for a race for it, and finally belonging to him that wins it three times. Crist has won it twice, and this week he challenged Brown for it. A five-mile race was held Saturday evening at the Brightwood race track, and Crist bore home the trophy, his for good, by winning in 18.32 3-8, with Brown one-half minute later.

YOUR readers will remember B. Van Zandt of Rochester, facetiously termed "Brewery," who was with us during the National Drill, the guest of the Cycle Club. Well, that club received from him this week, three boxes of cigars, labeled "Washington Cycle Club," and are smoking them with a great degree of satisfaction, reflecting the while on the good time they had, and what a jolly fellow "Brewery" was withal. They are not "two-fors" either, but prime Havana fillers.

THE Baltimore meet is occupying all our attention just now. Those who attended the Hagerstown races just over, give such glowing accounts of the fun they had, that every one is bending his energies to take in the Baltimore affair. The valuable prizes offered in the races are sufficient inducements for our fliers, and the novelty

of a fancy-costume lantern parade—which has never before been given in "these diggins"—is an additional feature which catches the rest. Washington will be well represented at Baltimore.

LET me see, is there anything else of interest? Oh yes, there was a bicycle tournament at Forest Inn, some twelve miles out, Friday evening. Louis Hopkins won by taking ten rings, and A. S. Stewart second, with nine. Bal. Morris, W. T. Robertson, and George Mills were also in the tilt. The tournament was followed by sumptuous refreshments, and concluded with a dance in the evening. The old District Wheelmen—now defunct—showed up well here, as all the contestants were once members. I am sorry to chronicle the death of this young organization that only survived a three years' struggle; but with it goes the Columbia Cycle Club, another later aspirant for cycling honors. That leaves us only the Capital and (Washington) Cycle Clubs,—the former against, and the latter for the League. There is no telling what another twelve-month may bring forth. There is good unattached material for another organization, but the independence of the riders and the fine streets here, are against clubs of any kind, and not over a third of the wheelmen in the city are club members.

NEW JERSEY NOTES.

"RATCHET."

VERY limited time caused me to make a big blunder in telegraphing you the events for the State meet, for last issue. The start will be made at three, instead of one P. M., and the events will be a one-mile bicycle, novice, wheels not less than thirty-five pounds; three-mile bicycle, lap, open; two-mile bicycle, State championship; one-mile tricycle, State championship; five-mile bicycle, L. A. W. championship; one-mile bicycle, championship of the Union County Wheelmen; two-mile bicycle, handicap, open; one-mile bicycle, team race, teams of three; one-mile bicycle, consolation. Entrance fee fifty cents for each event; open to amateurs only. Entries close June 28, with Dr. F. A. Kinch, Jr., Westfield, N. J., and must be accompanied by fees. In the morning runs will be made from Orange to Short Hills at 8.30; through the Oranges at 9.05; to Eagle Rock Hill at 9.15; business meeting at 10.45; dinner at 12m.; 1.50 p. m. parade, ending at track. Very sensibly the admission, to the grounds, fee has been dropped (though not low enough yet) to thirty-five cents, with grand stand seats ten cents extra, or reserved grand seat twenty-five cents extra.

OUR Jersey clubs should, one and all, send in entries for their respective club championships on the Fourth of July. The more the merrier.

NOTHING has been definitely settled as yet, in regard to the fall tournament on the Roseville track, but in all likelihood the scheme will assume a tangible form by the Fourth.

THE latest acquisition to the list of New Jersey clubs, is the "Ilderan Bicycle Club," of Bayonne, Bergen County. The club starts out with a membership of some thirty odd, all enthusiastic riders. Geo. W. Yates is President, and Chas. K. Hitchcock, Secretary.

At a special meeting of the New Jersey Wheelmen held Monday evening, it was decided that the one-mile club championship should be run off at the State meet on 4 July. Nearly every member of the club is expected to enter, and several valuable prizes have been secured. "William Henry" Peck is the favorite for the championship.

ANOTHER road race is on the boards, this time under the auspices of the Ilderans of New York. The affair will be held over the popular Irvington-Milburn course; the distance to be ten miles, and the prizes a gold, silver, and bronze medal, to first, second and third man. Open to all amateurs. Who will go in and make the distance in thirty-two minutes?

Who will win the New Jersey State championships? This question is asked by about every other cyclist we meet. I'd like to know for my own satisfaction. As to my choice, mine is Stenken, straight for the one and two mile bicycle. Stevens, of Millville, should be well up at the finish in both events, provided Joe Powell does not enter. Caldwell and Pierson should also be somewhere near head at the finish. For the five-mile L. A. W. championship, give me a full ticket on A. B. Rich.

THE New Jersey Wheelmen are once more getting back to their old lively condition. A very enthusiastic and well attended meeting was held last Tuesday evening, and several important measures were looked after. Much to the regret of the club members, their efficient leader, Captain Longnecker, resigned, owing to his removal to Waltham, Mass. The vacancy was filled by the promotion of First Lieutenant T. E. Theberath, to the position, a choice which

will give general satisfaction. Second Lieutenant, L. S. Klotz, was promoted to first "luff," and the ever genial, ever popular scorcher, "William Henry" Peck, was the unanimous choice for second "luff."

AN old gentleman sixty years of age, narrowly escaped being crushed into on Broad Street, near Mount Pleasant Cemetery, last evening, by two cyclers who were riding on the sidewalk, at almost an eight-mile pace. The same evening another "lunk-head" kept pedestrians in a tremor on the block from Plane to Washington Streets, on Warren Street, by his "figure eight" riding, also on the sidewalk. Must all riders be condemned by the general public, as "boors" and "wheel hogs" because of the action of some of the "soft pates?" Let every club insert a clause in its by-laws, providing that sidewalk riding, unless legalized by the authorities, shall be punished by expulsion for the first offence, and see what effect it will have.

CAPTAIN WM. F. DONOVAN, proprietor of the United States Hotel, at 493 and 495 Broad Street, directly opposite H. A. Smith & Co.'s, has made a very generous offer to wheelmen in regard to rates. The house is a first-class one, and cyclers may rely upon getting the best in the market if they stop with the good-natured "Captain." His regular rate per day is \$2.50, but he offers any wheelman stopping with him, board at \$1.75 per day; single meals, 50 cents each, breakfast, dinner or supper, and 50 cents for lodging. These terms are on condition that wheelmen are willing to occupy double rooms. This will be important information for the members of our New Jersey clubs, who may be in town attending the State meet.

ST. LOUIS.

"PHENIX."

CERTAIN members of the old Ramblers Club certainly possessed a large amount of dash which they have not entirely worked off yet. *Vide* the recent road performances of Lindell Gordon and Bobby Lee, on bike and trike, as far as the old grit is concerned. And for dash and recklessness, (romantic if foolish), the "plunging" that several "relics" of the Rambler race meet did, during the horse meet, ending Wednesday, was startling.

DANIELS, the Victor team trainer, is a great walker. At Clarks-ville, just before going to Indiana, he gave a local light, 200 yards handicap in a mile heel and toe, and beat him by 700 yards easily, in 6.22.

CYCLERS have some peculiar "fads." A rider on Chestnut Street the other day, attracted the eyes of every one, by carrying a tiny rat terrier in a box, which he had fastened to the handle-bar of his machine.

PHOTOGRAPHIC terms knock cycling slang silly. "Yes," said one devotee to another, "I always smoke my negatives. You can't get the chocolate tint without they look reddish, the more you smoke 'em the bluer they get," etc., etc.

ED CLIFFORD, consul at Clarksville, turns out to be a "pro." Some time since he entered the races at Montgomery, Ill., for money prizes, but his friends kept it dark until Whittaker gave him away to the *Post Dispatch* man, at Crawfordsville the other day.

JACK ROGERS went to New Hampshire last night. He goes for business and fun, and those who are indebted to him for showing them the sights of St. Louis, will doubtless find Jack ready to be toted about. He will visit the Hub, and spend a couple of weeks in New York.

W. E. HICKS has resigned the cycling editorship of the *Spectator*. That is, no one connected with the paper admits this, but 'tis so, just the same. I notice an improvement in the cycle notes—a delicate pungency which goes deeper, yet hurts the feelings less than the Parthian shafts of the ex-editor.

AMATEUR photography is raging fierce and fast. There were several aspirants at the art, trying their skill at yesterday's baloon ascension. A couple of Sundays ago, Dr. Keith lugged an apparatus to Forest Park on his trike. It was his first lesson, and in half an hour the paraphernalia had become so scattered and cumbersome that, all befuddled, he hung tripod, lense, etc., in festoons, all over his trike and made a hand cart of it, walking behind and pushing.

THE St. Louis Cycle Club met Monday night, and chose a full complement of officers, as follows: G. H. Lucas, President; C. H. Belden, Vice President; Mockler, Secretary; and Hazard, Treasurer. Bob Lee and Knight are on the executive, and Captain Wylie, a regular road fiend, takes his men out on the road for the first time to-morrow. If they start their road career by scorching, I am sorry for them, for the heat and dust are terrific.

THE Stone-Greenwood race on the De Soto road hangs fire.

Stone is systematically preparing himself on his Victor safety, and makes several night trips a week to Manchester. Greenwood will take a jaunt over the De Soto hills tomorrow, and feels very confident of his ability to do up Percy. Some doubt was expressed as to Greenwood's sincerity, when it comes to meeting Stone's acceptance with a \$50 deposit, but Edward Beach is ready to back the Star fiend with \$500, and as soon as Stone accepts the challenge and sets the date—probably two weeks from to-morrow—his deposit will be met and increased, if he wishes. It will be an interesting contest of machines and men.

RECORD OF

THE WEEK.

LAST Saturday afternoon, at about five o'clock, we took it into our heads to ride out to Rockland, and see good old Jim Underwood. So we telephoned to Overman to see if we could borrow a safety. "Certainly," came the answer back, and so off we started on our twenty-one mile jaunt, and in getting there we passed over some of the rankest roads it was ever our fortune to tackle. Suffice it to say, that a large portion of our route lay through the town of Quincy; we think that will indicate the *kind* of roads encountered. Certainly, that town can boast of the worst kept roads of any town round Boston, in fact, it is a ghastly joke to speak of these roads being "kept" at all. If Faxon, that temperance mono-maniac, would turn his energy in the direction of securing good roads in his beloved town, and let whiskey go for a while, he would do much towards reducing the quantity of swear words used by those unfortunate mortals who at present have to traverse these neglected highways.

WELL, we got through Quincy without breaking our neck, and we hope to be forgiven, even if we did indulge in language more forcible than polite. Arriving at Rockland, we found Jim up to his eyes in business. We think we have spoken of his store before in the *World*, but now we have ocular demonstration that James has one which, for beauty, finish, variety and quality of stock, stands second to none in the State. This seems a strong statement to make when speaking of a drug store in a village of some three to five thousand, but it is true there is not a handsomer or better, and more completely fitted store in the "Hub." After a good supper and a good talk, we went to bed and had a good night's rest.

NEXT morning, accompanied by the Underwood family in a carry-all, we made a start for Nantasket Beach. We alternated with Jamsey in riding in the carryall and on the safety. The roads were excellent and the weather lovely. We were especially pleased with this (to us) new section of the State. Thrifty farms and magnificent elm trees lined the smooth gravel road, several of these trees bore a sign stating the date of planting, over 120 years ago. A good fish dinner at Nantasket washed down by "a bottle o' Bass," put us on our feet for the final run to Hull where we intended taking the boat for Boston. We missed the boat however, and so returned to Natasco Cottage for tea, at the invitation of "Penny" Knapp.

By the way, Knapp has strayed away from the paths of rectitude and virtue, we mean he has given up cycling and gone into the military business. He is now a cadet, and quite a shot, so they say. We, however, inveigled him into trying the safety, and we had the grim satisfaction of seeing him wobble all over the road, and then come off in a ludicrously hasty manner. We left Natasco Cottage in time to catch the last boat reaching the city, ready for bed.

THE "only" Child is once more in the midst of his fellow-club-men, of the Bostons. Joe Dean and he were seen scorching it out over the mill-dam, last Sunday.

WE notice that the judges have not sustained the protest of the Newton Club against Doane for being a professional. We think the decision just and proper.

THE most artistic programme yet issued, (we except none,) is that of the New Hampshire Division. If the meet is as good as the programme, we shall ever regret we were not there.

WE are in receipt of an excellent map of the riding district of the Oranges of Newark, N. J. It is an excellent map, comprehensive, and yet compact. Published by Mr. R. D. Mead of Newark, N. J.

If the Chelsea Club bring Woodman, Danforth, and Deazely to the scratch, in good form, at the next Eastern Road Club road race, we make our guess that the trophy will go to Chelsea for the winter.

THE wherewithal to send Rowe could be easily raised in Lynn, if that worthy could only be induced to cross the water to meet Howell. It is said, however, that William prefers to wait in this country for the coming of Richard.

THE RUDGE HUMBER TANDEM.

The King of all Tandems.



FAST, LIGHT AND EASY RUNNING.

Stoddard, Lovering & Co.,

152 Congress Street, - BOSTON, MASS.

SOME OF THE TRADE

Delight in informing their friends that we do not sell any wheels to speak of, that the demand for them is very light in wheeling centres, where bicycle riders are posted.

We Append Herewith

A few letters from some of our agents who had given up a well known line of wheels rather than ours.

LOUISVILLE, Ky., April 18, 1887.

Dear Sirs: We have sold twenty-five Champions so far—twenty-one in the city, the balance outside, which is double the number of fine wheels ever sold in Louisville by both the agencies put together in a year, and I think we will sell not far from one hundred Champions this season. It has not been hard work to sell them—they sell themselves. If an old ——— rider is skeptical he is the man I want to get hold of, and let him first try an ——— and then a Champion. In this way we have mounted seven prominent riders on full nicked Champions. Of course, this has had an effect on choice of wheels for beginners, which we intend to keep up. In fact, the machine has the most good talking and taking points of any machine I ever saw. For instance, you can grasp the large wheel and backbone of an ——— just above the step—it is not very hard work to bring the wheel and backbone together. Now try the Champion, and you will find that it don't go together worth a cent, and as the backbones on both wheels are nearly the same, one must give in the head and the other doesn't. I have ridden my own mount (a Champion, of course) over 500 miles this season, and have given it a pretty thorough test on rough roads, and I certainly would not exchange it for anything in the wheel line I ever saw. I rode it April 3d (after the snow storm) eighty miles, from Harrodsburg to Louisville, in ten hours, with six inches of mud for forty miles, and not anything loosened but a spoke. (I'll not say anything more about the Champion now; you may think I'm trying to sell you one.) Our successor has sold one ——— so far.

HERE'S ANOTHER:

The New Orleans agent, by far the largest 'cycle dealer in the extreme South, says:

NEW ORLEANS, La., April 21, 1887.

Gentlemen: Your favor of the 15th inst., asking for a candid expression of opinion as regards the American Champion Bicycle, manufactured by Gormully & Jeffery Manufacturing Co., has been received. In reply, I would say that in all my experience I have not

found a wheel that gives such entire satisfaction and sells as readily as the "Champion." I have sold it since first introduced, and in this State it outnumbers other makes of high grade wheels about seven to one. It has proved a durable, easy running wheel, and its reputation here is fully established. You can recommend it to your customers with the utmost confidence. I could send you any number of direct testimonials, but infer you are writing for what is called a "condensed" experience.

AND STILL ANOTHER.

The Cincinnati agency is equally enthusiastic. Any one who has seen the four-horse teams of Cincinnati will understand the reference to the roads in the following:

CINCINNATI, O., April 10, 1887.

Dear Sirs: We are in receipt of yours asking information regarding the Gormully & Jeffery goods. We feel that we cannot say too much as to the good merits of their machines. We have handled the "Ideal" for four years and the "American Champion" from its first appearance last season. In every instance they have given perfect satisfaction to the purchaser. The American Champion, for ease of running, rigidity and general durability, is not excelled by any wheel. The American Challenge is a good staunch roadster at a moderate cost, that has proven itself by actual usage on our roads (and worse could not be found in our immediate vicinity) to be a thoroughly reliable machine, answering all the requirements of a good all 'round bicycle at a moderate cost. The Ideal is beyond a doubt the best boy's wheel ever produced. The success of the wheel has been phenomenal about Cincinnati, and it is certainly well earned. It affords us great pleasure to offer these machines to the public, knowing that for thorough workmanship, reliable construction and good quality of material employed in their manufacture, they are all that is claimed for them and sure to give satisfaction. We congratulate you on having added these wheels to your list, and wish you every success that they are bound to bring you.

There are plenty more to follow. In fact we are prepared to satisfy an extraordinarily keen appetite for reflection.

Catalog on application.

Gormully & Jeffery Mfg. Co.

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

JACK KEENE'S idea that he will be able to perfect a water cycle that will do the mile in 4 minutes and 30 seconds is not likely to prove correct. We doubt if a pace exceeding 7 or 8 miles an hour will ever be practical.

WE of Massachusetts are threatened with an invasion from the wheelmen of Rhode Island. A large party of Providence wheelmen promise to come to Boston during the month of August and sample our roads and hospitality.

THE BOSTON Club will take an outing to Riverside next Sunday. The actives will go out as becomes veteran cyclists, on the wheel, while the "effete associates" will either walk or train it to Riverside. Steward Nottingham will provide the spread.

AMONG the novelties promised at the Springfield tournament to take place July 4th is a "Directors Race," open to Directors of the Club only. If Brother Ducker can only work his legs as well as he does his active brain, we will put 50 to 1 on Henry for first place.

IN a conversation with Rhodes and Neilson the other day, they both expressed themselves decidedly in favor of the Clarksville course over that of Crawfordsville. The hills, they say, are undoubtedly bad at Clarksville but the surface is infinitely better.

THE Victor team, Rhodes and Neilson, has returned from the West. We met them last Wednesday afternoon, and we must say we never saw Rhodes look so "fit." Neilson also looked hearty and rugged. Both men, like Cæsar, are longing for new worlds to conquer.

MUCH unfavorable comment is heard, because of the action of the Dorchester Club in the late road race. Technically, they were correct, and hence we suppose we cannot find fault, but had they retired more gracefully and shown a little more the spirit of the gentleman sportsman, it would have been more gratifying.

THE Kansas City wheelmen are making great preparations to entertain visiting cyclists on the "glorious Fourth." Invitations have been sent out in large numbers, and the form of entertainment will probably be that of a picnic, which will be somewhat of an innovation to the Kansas City riders.

A PARTY of fourteen, seven ladies and seven men, started on seven tandems, went from Providence, R. I., to Newport, and enjoyed a day's riding over the good roads of the latter city. Some of the party were from Boston, and are described as tandem fiends. The party created quite a sensation in Newport.

"WHERE do all the old bicycles go to?" is often asked. If the seeker after truth will only visit the cycle stores in this and other cities, and see the immense business done in "second hands" alone, he will soon appreciate that among the impecunious and saving there is a great market for second hand cycles.

HARADON is trying hard to get reinstated as an amateur by the L. A. W. If Mr. H. had shown that he was "truly sorry" for the slip he made last year right after the announcement, and not continued to ride in the promateur class, we should feel more like adding our prayers for mercy at the hands of the L. A. W. Racing Board.

PERHAPS, maybe, but we are not sure, that through the instrumentality of the Kempster Rowing Tricycle Co., Hosmer, Ten Eyck, Turner, Ross, and other crack oarsmen, may be brought together at Springfield, to try the merits of this peculiar form of machine on the track. It would be a novel exhibition, and we hope to see the idea consummated.

THE Boston Herald makes the very sensible suggestion to the city authorities to appoint none but cyclists who are conversant with racing rules to officiate at the 4th July races on the Common. The trouble heretofore has been that the men in charge were not "up" in the rules governing cycle racing. We hope our city fathers will take the hint.

THE goody goodies are awfully shocked at the nude picture on a bicycle so prettily drawn and published in the L. A. W. programme. How often one can appropriately apply that royal English motto, *Honi soit qui mal y pense*. Gross indeed must be the nature of man who never can look on such a picture without impure thoughts coming on top.

THE committee of the Massachusetts Club having the winding up of affairs in hand will have a meeting soon and report progress. It is not at all likely that the offer suggested by Mr. H. W. Williams, that the corporation owning the house make the club a present of the amount due for rent, will be accepted. The Club desires to pay up every dollar of their indebtedness they owe, no matter to whom it is due.

JACK KEENE seems to be devoting his powers to the vanquishing

of horses on the path. This good old vet. recently won a twenty mile race against 3 horses ridden by a Mr. Bellew. The horses had to negotiate 30 hurdles. Jack won by about 15 yards in the first-class time of 1 hour, 5 minutes and 43 2-5 seconds, proving that Keene has plenty of old snap left in him yet. Over 20,000 people witnessed the race.

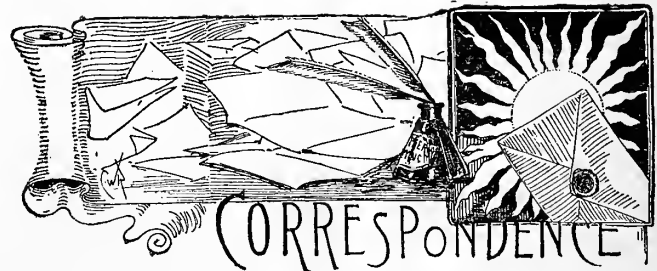
THE Somerville Club spent the 17 June by having their second annual Tally-ho Coach run. Fifty-one members, including lady friends, sat down to an elegant spread at the Woodland Park Hotel. Out-of-doors games and dancing were indulged in until the party were ready to start for home. Capt. Maxwell had charge of affairs and to him and his able lieutenants, Emerson, Hooper and Billings, the success of the affair is due.

WE had a most enjoyable call from Mr. "Jack" Rogers of St. Louis the other day. Mr. Rogers regaled us with some very diverting stories of his adventures with Mr. Hicks, the *Post Dispatch* man. He was also jubilant over the squeeze St. Louis gave Chicago on the late great wheat deal. Mr. Rogers is on a short pleasure visit East. While in Boston, some of those who had been in St. Louis tried in a way to show Rogers their appreciation for past favors by taking Jack to dinner at Young's.

WE are pleased to hear it reported that Mobile wheelmen are to rise in their might, demand and establish the right to use the shell road, the only rideable piece of highway in that city. Outside the paved portion of the city the sand is knee deep, not a very cheerful state of things, and certainly not calculated to cause a boom in the cycle trade in Mobile. We hope the boys will secure the right to the use of the shell road, and if ever we get down South so far again we shall be pleased to have a run out to Frascati, and "take something."

THE tricycle—the tandem tricycle—has been figuring in the law courts this week as part and parcel of a breach of promise case, tried at the Liverpool Assizes. A widower courted a widow, and, amongst other attentions took her out on a tricycle. The novelty of spooning on a tricycle seemed to amuse the court; but perhaps it has occurred before, and been carried to a more successful matrimonial issue than was the case with the cycling widower, who subsequently jilted the cycling widow in favor of one who did not cycle, but had the more substantial qualification of owning a public house.—*Cyclist*.

"I TELL you what," said S. G. Whittaker, "this amateur business is a fraud. Here's old Clifford at Clarksville—Ernest Clifford, you've all heard of him—well, Clifford poses as an amateur and yet he has ridden in races in Montgomery County, Ill., for money prizes. Now, boys, I haven't got anything against Clifford, and I ain't saying anything that Downing and the rest of the boys at Clarksville don't know about. I told Bassett about it at Clarksville and asked him why he didn't enforce the rule against all violators of it. 'Why,' said he, 'the amateurs are doing that all over the country, but we can't stop it.' That's what Bassett said, boys," concluded Whittaker, "and I tell you it ain't right for things to be that way, either."—*Post Dispatch*.



RELATING TO THE CLARKVILLE COURSE.

Editor Bicycling World.—Considerable has been said and published lately, in regard to the great Clarksville 100-mile race of last month. Many false statements have been made, and with your permission, we would be pleased to have our say.

The successful fifty-mile race of April, 1886, run over the Belt road, which established the fifty-mile record of the world, and which is still the record to this day, led the managers of the *American Wheelman*, to give one this year, increasing the distance to one hundred miles. A great deal has been said about the one hundred miles as being too long and too hard on the contestants, etc. This is for the racer to decide; they know their physical condition, and are blessed with that sense of feeling to know when they have got

enough, as was the case with four of the starters in this race. The six who finished, did so in good condition, being dressed and out within thirty minutes after they finished, and several of them participated in the dance on board of the boat after tea. To compensate for the hard labor and strain, magnificent and costly prizes were given, the first prize valued at \$450, the second \$250; no such prizes were ever before offered in a bicycle race, since racing began.

Now, as to the roads. They were all right, we have no apology to offer in regard to them; they were in good condition; of course, if we were building a race track to be used for that purpose only, we might get it a little better, but the Belt road is a country road, twenty miles in circumference, and is used for all kinds of traffic. There are up hills and down hills on the road, as well as level stretches, and every water-way is bridged in first-class manner. Many came here thinking as it was a bicycle road race course, it was equal to a racing track. The Belt road has proven itself to be the best and fastest road racing course in America. It holds the fifty and one hundred mile road records of America, made in competition, and we do not believe there is a road equal to it in this country, if there is, let it be known by accepted competitive records.

Many have, no doubt, read an account of the race and road, as published in the *Wheelman's Record*. This report in the main, was one of falsehood, and contained an unfair and partial account of the road, and paragraphs regarding the racers.

Their reason for doing so is plain. That paper is the advocate of the Crawfordsville course, and belittles itself to blow up the Crawfordsville course, over which there is a race to be run this month, for a gold medal. We are in receipt of several letters from the racers there, that contemplate entering the race, providing the road is repaired, and the creeks bridged. They all say the road is far inferior to the Belt road, that the road bed is in no condition to race over, being very rough and rutty, is not taken care of, and they see no reason for it being selected as a race course over which to race one hundred miles for a gold medal to cost about fifty dollars. One of the same racers, writes that he will return to Clarksville to break the twenty-four hour record, selecting the Belt road in preference to any other. Now if they have got a road superior to ours, we want to see some one lower Weber's fifty-mile record in daylight, and in competition. The only thing that ever brought the Crawfordsville course to notice, was the alleged record of Whittaker, which has never been accepted or believed, until he has come a little nearer to that time when he has a competitor; we don't say this as any discredit to Whittaker; we know him, and he is a good rider, but he has a great many superiors. It is true that we have several long and steep hills in our course. These cannot be cut down, nor do we want them; if a man comes out here and claims to be a racer and can't climb these hills, then let him stay on the other side of them. Several of the entries in the late race were track riders. They had never given the road any attention, and found it harder work than on the track, and were not at all satisfied, but we cannot pass it without saying the man who was most dissatisfied, and did the most kicking, was the man that won the race; then the Omaha Irishman was dissatisfied when he came and found a dozen faster men here than he was; rather than be defeated he acted as spectator.

The day before the race, and the night previous, it rained very hard, and this, naturally, made the road soft in places. Early morn on the day of the race, was very gloomy and looked as though it would keep up the rain all day, but old Sol was on our side for once, and when the race started at nine o'clock, the road was drying fast, and after the first round it was in fine condition, although the first round was made when the road was wet, the time, one hour fifteen minutes, for twenty and one-half miles in the start of a one hundred mile race, tends to show the track was by no means bad or very slow.

The race was gotten up under many disadvantages, a few of which we will speak. As is known to every one, it was managed by the *American Wheelman*, a paper devoted to cycling. Of course, this aroused jealousy among the other cycling papers, as they knew what a fine advertisement it would be for that paper. Many were the setbacks it received at their hands, but what was the result? Never in the history of cycling, has such a grand race been; never was more money spent for the preparation of a race; never was the list of prizes equalled by half; never was a race more hotly contested, and never was one run more on the square; never was a bicycle race witnessed by so many. Over 20,000 witnessed the race. When and where did there ever before a crowd like this assemble to see a bicycle race? But why continue further; suffice it to say, never will this race even be duplicated on any other road, unless specially prepared. Nowhere will wheelmen find more hospitality than was shown them in this city, and on the road. Mr. Editor, we have in the above letter, only given you some of the facts in the case; the other side having been heard, we thought our side should be allowed to speak.

B. R. W.

Clarksville, Mo., June 10, 1887.

MR. HALL REPLIES TO RATCHET.

Editor Cycling World:—In your paper of the 10th inst. Mr. Ratchet takes it upon himself to state that "Harry J. Hall, Jr., was completely used up in the road race, and is compelled to use a carriage instead of a "coffee mill" in travelling about.

Am not in the habit of replying to statements in the cycling press, as regards myself, but the above remarks are so far from correct that I consider it only my due to make some answer. For the benefit of Mr. Ratchet I will state that about seven miles from the start of said race I was riding close behind Mr. Stenken, when he, in order to avoid a rough spot, suddenly slowed up, and my small wheel, striking his machine, was thrown to one side, and I brought to the ground. My thigh was so badly cut and bruised that at this date there is still an open wound of from three to four inches in diameter, and my physician positively forbids my riding.

If this is what Mr. Ratchet calls being used up, then I must plead guilty to the charge.

Mr. R. also thinks it would have been more manly for me to have made part of the race. I was under the impression, on the 30th ult., that the twenty-five mile run was a *race*, and not a practice spin for the benefit of Mr. Stenken and self, and rode accordingly.

That Mr. Stenken and I will often meet in friendly rivalry this season goes without saying, but the uncalled for interference of outsiders, with the apparent intention of creating ill feeling between us, is, to say the least, in very bad taste.

If you will kindly give the above space in your next issue you will confer a favor on

Yours very truly,

HENRY J. HALL, JR.

MR. WHITTAKER ON THE ROAD RACES.

Editor Cycling World:—As my Boston friends, both genuine and so-called, particularly the latter, seem very curious to know why I did not run at the recent Crawfordsville race, I take pleasure in giving them the desired information, it being no secret. It was simply because my principals would not let me. When the proprietors of the *Record* informed the Gormully & Jeffery Mfg. Co. that they proposed getting up the race, the company at once informed them that it was too soon for them, and they would be compelled to decline having anything to do with it, and it was so understood all along. Now about the falsehoods that some of the interested trade delight to circulate, I would like to say a word if you will permit me. Of course I refer to the yarn about my wheels breaking down at Clarksville. The wheel I rode the last three laps upon was my old record wheel, which I have ridden fully 4000 miles at the pace I train, which is always as fast as I can travel, all over the country and on all sorts of roads. It was a full direct spoke Champion roadster. On the spur at the finish a few spokes broke out, and this, when translated by the interested trade, means that it was completely broken up. It seems a pity, does it not, that interested bicycle sellers do not confine themselves a little more closely to the facts. Now, a word, if I do not trespass too much upon your space. I want to say that I do not consider myself a racing man, and am not employed by the Gormully & Jeffery Mfg. Co. in that capacity. I am the regular travelling salesman, and would be on the road now, only the factory is pushed to its utmost capacity, and they therefore told me to ride if I wanted to, and make myself useful whenever anything was going on. You will likely hear from me before the season is over, mounted on my old 4000 miler, too.

Respectfully,

S. G. WHITTAKER.

THE HAGERSTOWN (MD.) RACES.

[Crowded out from our last issue.—ED.]

MONDAY, June 13, witnessed Hagerstown's second annual meet and races. A parade was held in the forenoon, with about one hundred and fifty wheelmen in line, and at two the bicyclists left the club rooms for the Fair Grounds, where a hard half-mile race track is laid out. A stiff breeze from the north blew down the home stretch; and on the second quarter distance round, on a slight up-grade, was in the very teeth of the racers. This added to the fact that the surface was somewhat rough, rendered remarkable time impossible. About three thousand spectators occupied the grand stand. Following is a list of events with records made:

One-mile dash, W. E. Crist, Washington, D. C., 2.54 2-5. Harry Schwartz, Reading, Pa., 2.54 3-5.

One-mile dash, for those who have never won a first or second prize, Harry S. Rittenhouse, Jonesburg, Mo., 3.09 1-2, gold medal. M. K. Crenshaw, Washington, D. C., 3.09 3-4, K. of R. Lamp.

Half-mile heat race, first heat, first two to qualify, Schwartz, 1.37. P. S. Brown, Washington, D. C., 1.39.

One-mile dash, club championship, Emmert, 3.20, gold medal; Doyle, 3.20 1-5.

Half-mile, second heat, Crist and L. J. Barber, of Washington, were the only two to enter this race, and of course, both qualified. By a clever trick, Crist managed to cross the tape exactly with Barber, in 1.49, the slow time being due to their easy riding round the course.

Two-mile lap race—Maryland riders, F. W. Pope and H. L. Kingsland, both of Baltimore, were the only two starters in this race. The winner of each lap was to score three points, the second man two. Kingsland won the first three laps, making the score nine to six, and then the racers showed up, and Pope fell far behind. The winner of the last lap was to score six points instead of three, and had Pope succeeded in making that, the score would have been twelve to eleven. Through a misunderstanding, however, neither worked hard on the fourth lap, hence the time—about seven minutes. First prize, gold medal, to Kingsland; second, Lakin cyclometer.

Two-mile handicap, Crenshaw (45 seconds) 6.41 1-2, gold medal. Rittenhouse, (45 seconds,) 6.42, ball pedals.

Half-mile, third and final heat, Schwartz, 1.24 1-2, gold medal. Barber, 1.26, Lakin cyclometer. Crist also ran in this race, but on the first quarter way round, ran into a groove in the track and buckled his wheel, giving himself a bad but not serious fall.

One-mile team race, Crist, 3.07 1-2; Brown, 3.18; and Barber of Capital Club, Washington.

One-mile consolation, Seufferle, 3.14 25, gold medal. Church, 3.20, saddle.

The officers of the races were: Referee, S. T. Clark; Judges, E. T. Pettengill, Albert Heard, and C. A. Crampton; Timers, B. N. Lockwood, Yates Penniman, and H. C. Dotter; Starter, Ned Lecato; Clerk of Course, Edwin J. McKee; Superintendent of Track, C. P. Martin; General Manager, Geo. T. Updegraff; Assistant, L. R. Mobely.

The Hagerstown Bicycle Club tendered the visitors a banquet in the evening, the meet closed, and all hands departed well pleased with the result.

A VOICE.

HOWELL BEATS TEMPLE.

LONDON, June 21, 1887. Howell, the bicyclist, beat Temple, of Philadelphia, to-day, by four yards, in a mile race. Howell's time was 2m. 52s. Temple led half the way.—*Boston Herald*.

TEMPLE BEATS HOWELL.

SPECIAL TO THE WORLD.

WOLVERHAMPTON, June 20, 1887. Our plucky little Temple beat R. Howell in a one-quarter-mile dash to-day. The first trial resulted in a dead heat, time 39s. The men alternated in taking the lead. In the run off, Temple won by about three feet. [The time reported 39s., is exactly the same as the best English professional, made by H. O. Duncan in 1885.—Ed.]

HILL CLIMBING CONTEST IN MONTREAL.

ONE of the most exciting contests ever held here, took place in Montreal last week, the occasion being a hill climbing contest, and the hill chosen, (*our* Corey hill,) being that eminence bearing the euphonious name of Cote des Neiges. The distance from foot to crest is somewhat over a mile, and the angles of the hill, which is shaped like three exaggerated steps, have been calculated to be about twenty-six degrees. Messrs. Smith, Gnaedinger, and Rubenstein acted as judges. Mr. Palmer acted as starter. At 7.30 the first man, Mr. Robertson was sent on his trip upwards, but he had to "come off" before the top was reached. Then J. T. Barlow started to see how high he could climb, but he took a notion to dismount at precisely the same spot that Mr. Robertson did. Then were started A. T. Lane and his young son Bertie. The parent and offspring started together, and made quite a sociable family party up to McGregor avenue, at which point, Master Bertie, in a very unfilial way, put on a bit of a spurt and passed his parent. The boy rode in fine form, and actually increased his speed as he neared the top. When near the crest, his machine almost came to a standstill, but a final effort placed the game lad on top and over the finishing line, making him a winner of the medal, and the vanquisher of some of Montreal's strongest and best hill climbers. Lane *per* could not get up, and had to dismount quite a distance from the top. Bertie Lane's time was 10m. 20s. for the distance.

HEADQUARTERS NEW JERSEY WHEELMEN.

ORATON HALL, NEWARK, N. J.

At a special meeting of this club, held June 20th, it was unanimously decided that the New Jersey clubs be notified, through the medium of the cycling press, that committees of the New Jersey

Wheelmen, will be in waiting at the various depots, or other points, to escort visitors to whatever place may be designated as their headquarters during their attendance at the State meet. Members of the New Jersey Wheelmen, will also be at the service of visitors on Sunday, to show them over the Orange roads, or introduce them to the various points of interest in and around Newark.

Club Secretaries are requested to notify Secretary of New Jersey Wheelmen, as to the route to be travelled, and the time they expect to arrive in Newark. Address, Chas. Dennison, Secretary, 880 Broad Street, Newark, N. J.

June 21, 1887.

AN EXPENSIVE COOKE FOR ROGERS & COMPANY.

"DR." FRANK VERNON COOKE was his name, and he was a very stylish man, fond of bicycle riding, etc. He was in the rubber stamp business, at 766 Broad street, and was always flush. Sunday, June 5, the "doctor" did damage amount of \$10 to one of D. Rogers & Co.'s bikes. On the following Tuesday, the "doctor" came into the firm's store at 75 Clinton avenue, and arranged to take "the best tandem you can give me, for 'spot cash,' you know." He selected his machine and gave Rogers & Co. a check for \$260, \$10 of which was to make good the damage done to the bicycle. The next day Rogers & Co., received a note which stated that the "doctor" had ridden every tandem in the market, and had found nothing to equal the "Cunard." A few days elapsed before the firm presented the check at the German National Bank, and when they did they were astounded to hear that the plausible "doctor" had evidently made a successful attempt to "Cooke" the firm, as he had no money in the institution, and never had, nor had he ever had an account in any bank in town. When the firm fully realized that they had been victimized, they at once took steps to find the good-natured "doctor" and their tandem. The former was captured, and now languishes in the Essex County jail, where he will await trial, not only for passing a bogus check but for another and the more serious a crime of bigamy, that charge having been preferred since his arrest. The tandem was sent by the wily "doctor," as soon as he got possession of it, to Toronto, Canada, where, at last accounts, it was awaiting the arrival of the "doctor," but unless some good Samaritan is kind enough to look after it, the chances are that it will be well rusted before being joined by its "rubber-stamp" buyer. "Jersey justice" you know, is not only swift but sure, and ere many moons have set, "Doctor" Cooke will be snugly ensconced behind the latticed windows of a four by seven, in the pretty little village beside the Delaware, yept Trenton, there to remain, and doubtless hatch up some new "sell," to work upon the unsophisticated and cycle dealers.

RATCHET.

QUEBEC TOUR NOTES.

THERE will be music on the tour this year. The Portland Wheel Club quartette, under the leadership of Mr. H. E. Cahill, are rehearsing various melodies, serious, sentimental, bicyclic and comic, with which to awake the echoes on the shores of Lake Temiscouta and the Saguenay and St. Lawrence Rivers.

And here we would like to remark that the Portland Wheel Club is getting to be a pretty influential organization. Its membership is nearly sixty, and steadily on the increase. It is composed of young men who stand well in the city, and whatever they undertake is heartily approved by the townspeople, with whom the club is in great good favor. They have the past winter given a ball, brought a leading dramatic organization to the city, and this spring gave one of the best amateur minstrel shows ever seen here. They are, withal, an active riding club, and the runs to Cape Elizabeth and elsewhere are always well attended. This year the club will be represented by ten members on the Quebec tour, and we venture the prediction that they will hold up their end on all occasions.

A picture of St. Lawrence Hall, Cacouna, lately received, shows it to be a very fine hotel, accommodating 500 guests, and beautifully situated on a bay of the St. Lawrence. The time spent here cannot fail to be greatly enjoyed by the party.

Our number now lacks but seven or eight to make out the thirty required. It would be a great favor to the management if the many who have it in mind to join us would make their decisions as quickly as possible. How can you better pass a two weeks' outing than that afforded by the Quebec tour?

F. A. E.

THE Q. A. A. A. of Queens, Long Island, offer the following bicyclic events, (open only to amateurs,) on the 4th of July.

One-mile, for residents of Queens, within a radius of two miles.

One-mile, open to the towns of Jamaica and Hampstead.

One-mile tricycle race, open.

Two-mile bicycle, (handicap,) open.

L. A. W. rules. Entries close Wednesday, June 29, 1887.

W. L. Wood, Secretary, Queens, L. I.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

• TO HENRY STURMEY.

A RECOLLECTION.

OVER the hills to Warwick town—
The sky was the purest blue—
The breeze at our backs, the sun going down,
As over the hills to Warwick town
Our staunch wheels merrily flew.

O! soft and sweet was the English air;
And the fields were billows of green;
The buttercups blinked at the daisies fair,—
For soft and sweet was the English air,—
And nature was laughing, I ween.

Over the hills past Warwick town,
With Stratford but ten miles away;
Sweet Avon is reached 'ere the sun goes down,
As over the hills from Warwick town
We came, in the merry month of May.

CHARLES RICHARDS DODGE.

THE *Record* expresses a praiseworthy sentiment, that it is not nice to kick a man when down, and then they proceed to kick Morgan and his team.

R. H. EHLERT of Chicago is after the scalp of Van Sicklen. He challenged Van to race him to Pullman, and offered him two minutes to start. Van Sicklen, however, declined the honor.

THE advance guard of the returning army of American "Champion" trick riders have returned to this country. Lester and Alden have come back after a fairly successful trip through England.

• A LEWISTON, Me., cyclist by the name of Gray, while attempting to pass a horse-car on his machine, was thrown down and very seriously injured. The physicians report his case as being very critical.

THE fair Louise Armaindo is "doing" Minnesota. Mademoiselle has often expressed the determination to abandon bicycle riding, but the fascination seems too strong for her.

IN the handicap Pullman Road race given by the Chicago Club, on the 30th May, the winner was given choice of different makes of machines. The winner, H. R. Winship, at once chose a Victor.

IN the series of matches for the championship of Australia, between Dwyer and Bennett has resulted so far as heard from in victory for the latter in the one and five mile races. The three and ten mile races to follow.

COL. POPE and Mr. Day have been down in "Jarsey" looking at the Northrup steam tricycle. It is not the application of steam to the tricycle, but the compactness and general utility of the little engine as a small motive power that is attracting attention.

H. G. STUART of the Kansas City Journal, has been appointed fourth representative by Chief-Consul Brewster. The appointment was made in accordance with the wish of the Kansas City wheelmen, who met and expressed their preference for Stuart.

A DAILY paper of recent date, attempting to be facetious, says: "The fate of the poor red man is about settled; a Piute chief is learning to ride the bicycle, and as soon as the sport becomes popular the question of total extermination is only one of time."

THE half mile State championship of Pennsylvania will be run at New Castle, Pa., on July 4th. There will be twelve races on this occasion, including a hill climbing contest. Entries should be made at once to C. L. White, New Castle, Pa.

THE amateur bicycle championship of Europe, distance eight miles, won by Hale last year, was run off at Berlin last Sunday, and Kiderlin proved the winner. It was one of the events contained in the annual Berlin international velocipede meeting programme.

ENGLISHMEN are up in arms over the swindling methods employed in faking up worthless machines and selling them for good ones. *Bicycling News* has taken the matter in hand and proposes to unearth these thieves and expose them. The libel laws of England are over stringent, hence they have to be very careful.

IN the hearing before Gov. Hill on the bicycle bill, the strange and untrue statement was made by one of the opposition that four-in-hands were not allowed on the driveways of Central Park. What the object of this ingenious fabricator could have been to so deliberately lie we cannot surmise. Messrs. Potter and Pratt have made a

strong stand on behalf of the League, and if the bill is not signed it will not be for want of proper attention.

THOMAS STEVENS is making special inducements for the sale of his book among wheelmen. He wants to dispose of ten thousand autograph copies. As soon as he sells this number he will give \$500 in gold to the person sending him the largest number of subscriptions, and he will give \$500 in gold to some individual purchaser, who will be determined on by lot. If at the end of two years the number should fall short of ten thousand, the premiums will be divided pro rata.

OUR advertising columns show that the long-talked-of book has finally reached this city. K. K.'s latest report to us, at evening of June 18, says: "I've this week dispatched 966 books, raising the total output to 2442 copies. New York city, Long Island and the New Jersey towns have now been supplied, together with several places in Pennsylvania, Massachusetts and Vermont. I've shipped three big boxes this week to Milwaukee, Detroit, Adrian and Ann Arbor, Mich., containing all the packages for smaller towns in the States of Wisconsin and Michigan; and on Monday I shall send the first 100 books for Chicago. Australia and New Zealand will take their turn on Tuesday, and at the end of the week, after attending to Boston, Philadelphia, Buffalo, Scranton and Springfield, I shall mount No. "234, Jr.," and speed toward Washington Square.

THE Quadrant Tricycle Company write to the Birmingham *Daily Times* as follows: "We beg to contradict the statement of your special reporter in Monday's issue that the Quadrant machines were made expressly for that competition (the Weatheroak Hill), thus charging us with unfairness. The rules of the contest prohibited specially constructed machines. Our machines were 1887 racers, made for smooth, level tracks, yet equal to the strain of the Weatheroak mud and stones on a gradient of 1 in 6 1-2. One ran at Aston track ten days ago, two will run there next week, yet we are open for the three to run a fifty mile road race against Humber roadsters, and Humber & Co. shall choose a road as rough as they please. Your reporter does not say why Humber & Co. did not use racers, as they were perfectly entitled to do under the rules, neither does he tell us whether any of them had been tried at the hill, or with what results."

THEY are talking secession from the L. A. W. on the Pacific coast. It seems they asked for the two-mile championship which was assigned to an Eastern club some time after the Californian Division had solicited it. But what makes them the maddest is that their proxies were thrown out at St. Louis. They claim that the proxy blanks did not reach them in time and so wrote out the proxies in regular form. The Credential Committee noticed that the bodies of the proxies were not in the same handwriting as the signatures, and they threw them out, not noticing that the bodies were in the handwriting of the Chief Consul, whose proxy they passed as valid. California has sent to the national headquarters some \$300, and has had but \$55 returned, while the national headquarters has done but little to build up what is undoubtedly the most progressive division in the Union. This is the burden of the plaint from the Land of the Setting Sun.

SATURDAY, from twelve o'clock, noon, all the year round, is a legal half holiday within the State of New York. No other State has as yet framed a similar law, yet the majority of business houses in every large city throughout the country voluntarily close their doors Saturday afternoons during the Summer months, and many of them during a part of the Spring and Autumn, and some throughout the entire year, and a very large proportion close an hour or so before six o'clock on the first five week days. To the progressive Press of America is due in very large measure the establishment of this unquestionable benefit to business, professional, and working men and women. For years back the Press has continually pounded at this subject, until it became generally admitted that the granting of such a privilege does no injury to trade, but rather, by its beneficial effect upon the general business and labor health, tends to clear-headedness and renewed working vigor, which more than pays for the loss of time. To a Boston business house, as well as to the Press, is undoubtedly due, in a measure, the present general adoption of a half holiday. Last Autumn the Pope Manufacturing Co., of that city, foresaw the coming movement in this direction, and before the Winter's frost was out of the ground, was using such opportunity as an honorable means of advertising its bicycles and tricycles by flooding the country with a beautiful lithograph for display in door, window and office, announcing that "this store closes" Saturdays and other days at stated hours, which undoubtedly did very considerable towards agitating this popular movement. The company has announced through the Press of America, that it will send one of these cards free to any early closing store on receipt of a two cent stamp to pay postage. This is, perhaps, the first instance of philanthropic advertising on record. — *The Journalist*.

VICTORIOUS QUADRANT!

The First Conqueror of Weatheroak again Demonstrates Its Superiority.

In the greatest hill climbing contest the world ever saw, held at Weatheroak Hill, England, May 21, participated in by the best hill climbers in England, employed solely to beat the QUADRANT, the following is the result:

MACHINE.	RIDER.	TIME.
1 Quadrant Tricycle,	Frank Moore,	1.27 3-5
2 Quadrant Tricycle,	A. J. Wilson,	1.30 2-5
3 Dromedary Safety Bicycle,	J. Moore,	1.36 4-5
4 Humber Crippler,	M. D. Rucker,	1.42
5 Humber Safety Bicycle,	W. Terry,	1.42
6 Quadrant Tricycle,	H. G. Priest,	1.43
7 Humber Safety Bicycle,	S. C. Stephenson,	1.54 4-5
8 Humber Safety Bicycle,	W. Allen,	2.17 4-5
9, 10, 11, 12, did not succeed in getting up.		

Mr. Alfred Bird, who had previously climbed this hill four times on a Quadrant, rode another make of machine in this contest, AND FAILED TO REACH THE SUMMIT, an uncontested proof of the superiority of the Quadrant.

In connection with the above may be taken the fact that the Quadrant holds all Tricycle road records in the United States from 50 to 100 miles (made in the mud on Clarksville's hilly roads), and the world's 1 mile road record of 2 min. 38 sec. as a proof of its easy running.

SINGLES AND TANDEMS NOW READY FOR DELIVERY.

**SAMUEL T. CLARK & CO., Sole Importers,
2 AND 4 HANOVER STREET,
Baltimore, Md.**

Send for Illustrated Catalog.

CYCLISTS' TOURING CLUB.

FRANK W. WESTON,
UNITED STATES CHIEF CONSUL,
Savin Hill, Boston, Mass.

STATE CONSULS.

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bettinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—F. J. Pool, 3 Broad street, New York City.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oscaloosa.

Wyoming Territory.—C. F. Wassung, West Springs.

Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and enclosing a stamped addressed envelope for reply.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Baker, Geo. W. Baker, 1513 Dodge st., Omaha, Neb.

Reisinger, Clarence, P. O. Box 427, Pittsburg, Pa.

Wyman, Mrs. Ellen L., 13 Purchase street, New Bedford, Mass.

FOR SALE OR EXCHANGE.

"TEN THOUS. MILES on a BI." is now for sale in Boston at 79 Franklin st., 509 Tremont st., 107 Washington st., and at depositories in 160 other towns, whereof a list will be sent free (together with descriptive pamphlets of 48 pp., giving specimens of the 75 pp. of indexes and the \$33 pp. of main text), on postal card application to the publisher, "KARL KRON, at the University Building, New York City, D." League members may also apply to him for copies, to be sent "on approval," prepaid, and to be either bought at \$2 or returned at a cost of 17c. for postage. There are 675,000 words in the book's 908 pages, whose binding is dark blue muslin, with gilded top. Cash orders at \$2 should be sent to the manufacturers, SPRINGFIELD PRINTING CO., Springfield, Mass. Subscribers outside the depository towns, who may wish to avail themselves of the half-price offered in '84 (for a 300 paged book of 75,000 words), should remit \$1.20 to K. K. at N. Y. not later than Aug. 1.

FOR SALE—58-inch British Challenge Roadster; ball-bearings both wheels, ball pedals; bent handle bar; Nash's handles; first-rate condition; painted, with part nickel. Address HOWARD G. HODGKINS, 77 Montgomery St., Boston.

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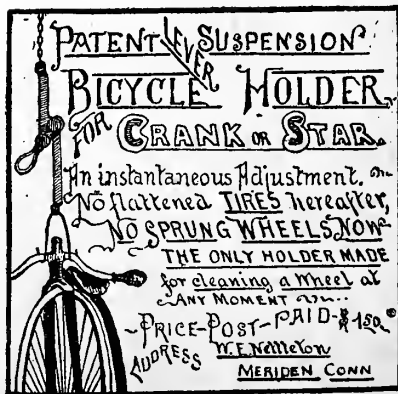
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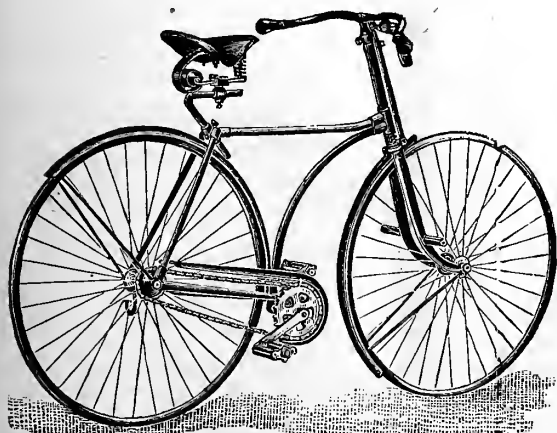
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The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus ~~~~~ It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire a little heat will therefore be necessary.

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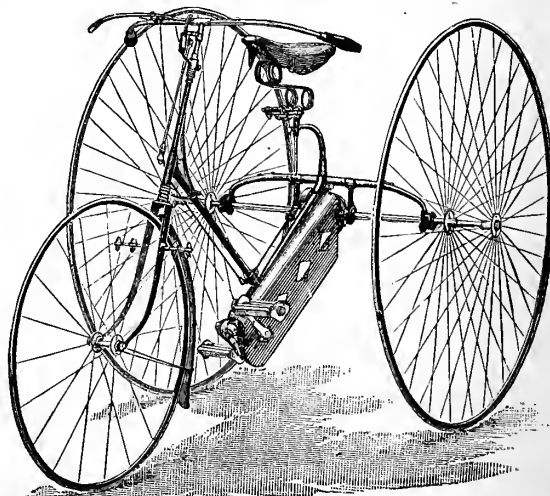
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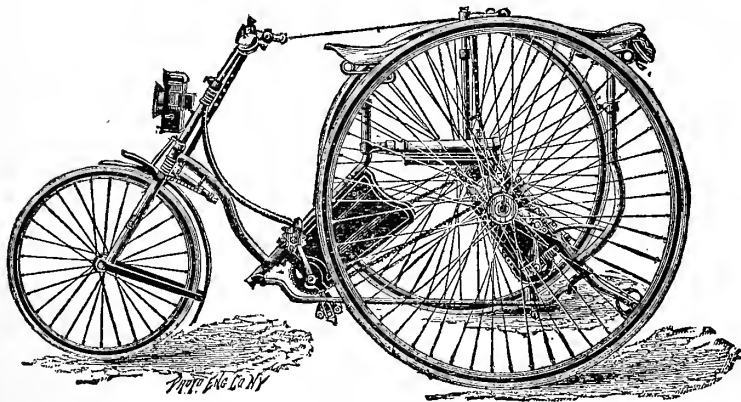
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(Signed) T. J. KIRKPATRICK.

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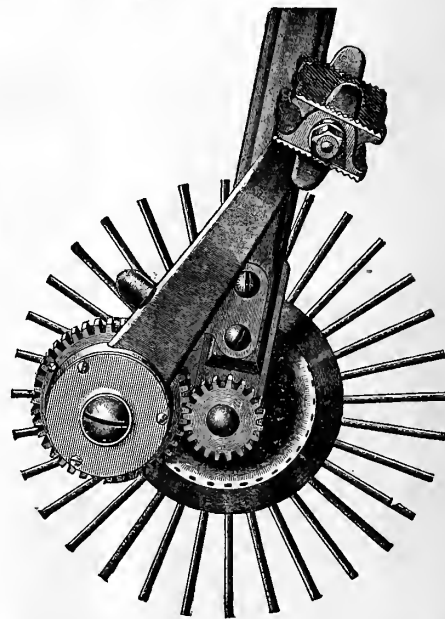
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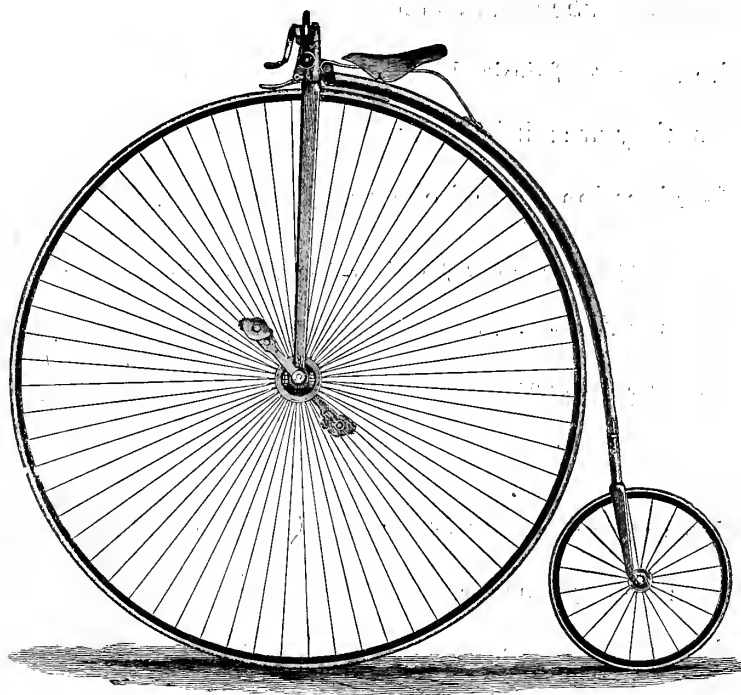
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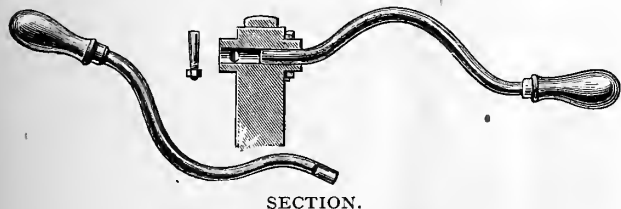


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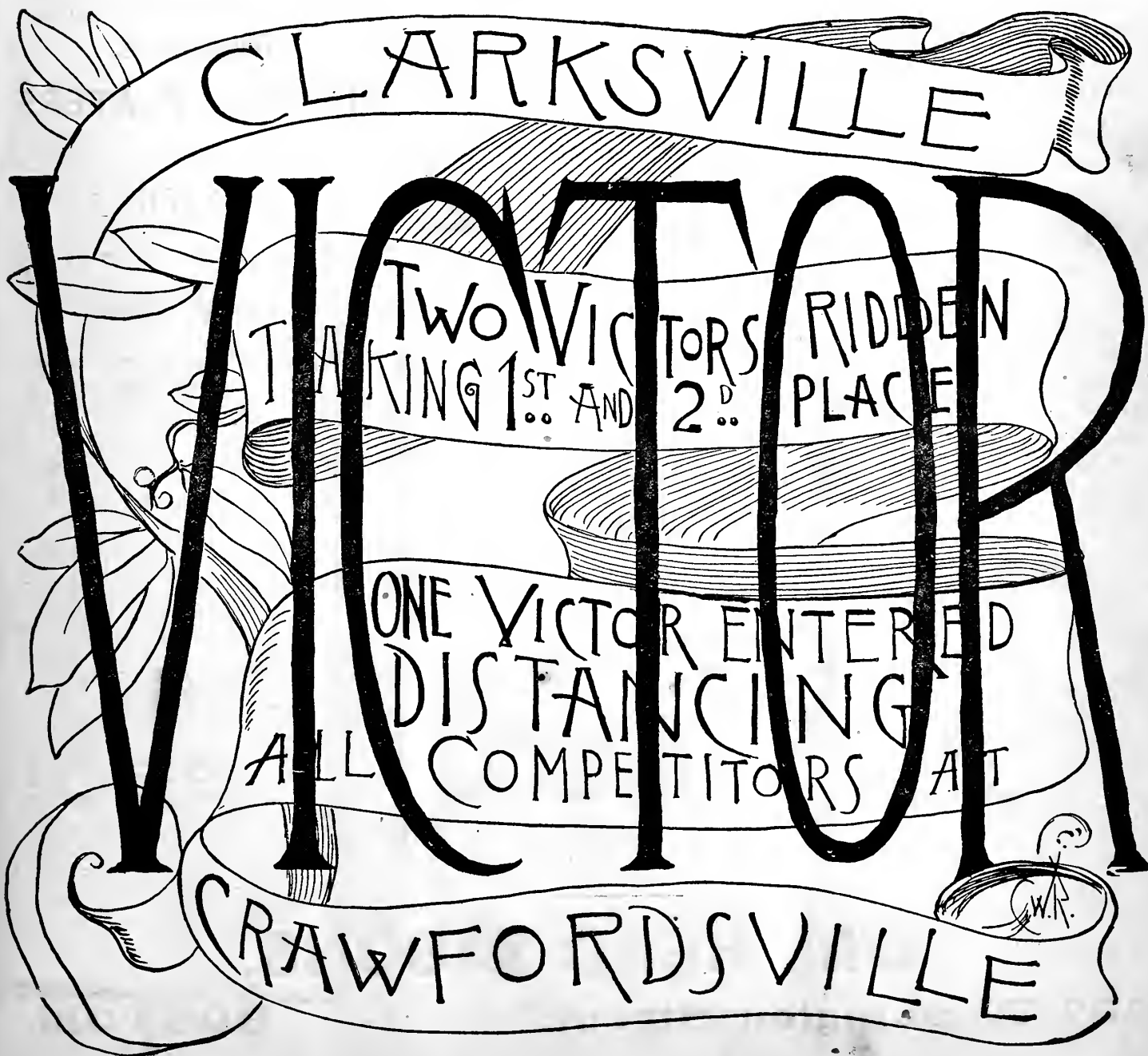
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Volume XV.
Number 9.



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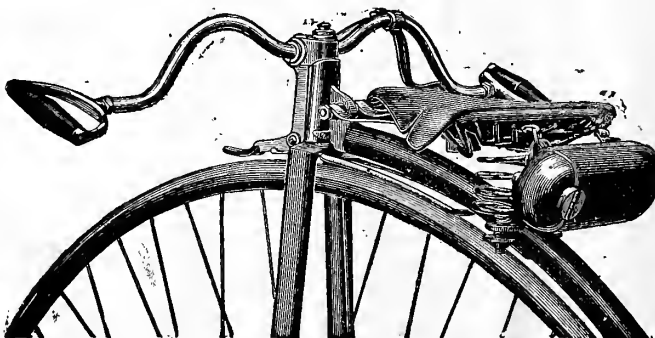
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Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 1 JULY, 1887.

THE LIBERTY BILL A LAW.

GOV. HILL SIGNS IT.

WE are delighted to be able to announce that the Liberty Bill has received the signature of the Governor of the State of New York. and we can do no better than to reproduce Chief Consul Bidwell's letter announcing same.

"It gives me pleasure to inform you that Governor Hill has signed the Liberty Bill. By the passage of this measure the bicycle and tricycle are recognized as vehicles on the highways and park driveways of New York State, by statute law, which reads as follows:

"The commissioners, trustees, or other authorities having charge or control of the highways or park driveways, shall have no power or authority to pass, enforce or maintain, any ordinance rule or regulation, by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any of the highways or park driveways, at any time when the same is open to the free use of persons using other pleasure carriages."

I also enclose a letter in relation to the subject, which was sent to to the Park Board to-day. By this conference with the Board, we hope to secure such rules and regulations, and so regulate the cycling traffic in the park, that no serious results will follow. I also enclose copy of the telegram sent by the wheelmen of this State thanking Governor Hill, immediately on receipt of the news that he had given the bill his approval."

AND so by the signature of Governor Hill of New York, the equal rights of wheelmen with other vehicles, becomes a lawful fact in N. Y. There is not the least doubt but that this signal victory over strong and organized opposition, is one of the most important in the history of cycling, either in this country or Europe. Notwithstanding the tremendous pressure brought by some of New York's most prominent citizens, Messrs. Potter, Bidwell and Pratt have by their efficient, persevering work, been able to stem the tide of prejudice, and establish wheelmen's rights beyond a peradventure. To have failed would have been disastrous. Success means the death blow to all opposition hereafter, as the tremendous moral effect of having lawfully overcome one of the most powerful oppositions that cyclists have ever had, will be felt. The attitude of the New York Wheelmen since the bill was signed, is commendable, for although the fight has been waged bitterly by the Park commissioners, the New York wheelmen in a communication to that body, state that,

"In order, however, that the wheelmen of this city may show in a substantial way. their desire to concur and as well as may be to assist in the safe, orderly and consistent use of the parkways of this city, a meeting of the officers of the several clubs, will be held during the present week. and a committee will be appointed with power to confer with your Honorable Board, to the end that suitable arrangements and regulations may be made for the use of bicycles and tricycles on the parkways, within your jurisdiction, and for such other conference, if any, as may be desired by your Board." This shows a generous spirit, and it is to be hoped the authorities will appreciate. Let wheelmen everywhere, remember with gratitude, the names I. B. Potter and Geo. R. Bidwell, for their energy and devotion to the cause. Also, let the name of Gov. Hill, be tucked away in the warm corner of every cyclist's heart for future reference and action if occasion ever offers.

SPECIAL OFFER.

THE transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such, should be encouraged as tending to the permanent good of cycling in more ways than can be referred to here, the BICYCLING WORLD Co. will send to each new subscriber whose subscription reaches Boston at any hour between midnight of Saturday, and midnight of the following Monday, a copy of the "MY CYCLING LOG BOOK," free.

The duration of this offer will depend upon *how long the copies of the "MY CYCLING LOG BOOK," which we have laid aside for this purpose last.* We will, however, give due notice of withdrawal.

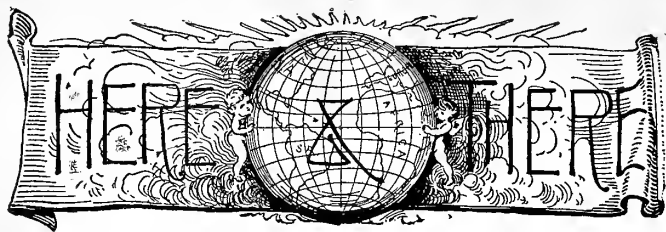
Those whose names reach Boston at other hours than those designated can obtain a copy post free by sending us seventy-five cents, and new subscribers will be furnished with a copy of the "MY CYCLING LOG BOOK," and the BICYCLING WORLD for one year, for one dollar and seventy-five cents in advance. To non-subscribers the price of the Log Book is one dollar and a quarter. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised.

BICYCLE THIEF. LOOK OUT FOR HIM.

A WEEK ago E. L. and A. W. Whitney, registered as from New York, at the Leland Hotel of Chicago. The former desiring to take a run over the Boulevard, rented a wheel at the rooms of the Pope Mfg. Co. for that purpose. During the afternoon he again called, and got a machine to ride over, as he said, and see the base ball game. Since then neither Whitney nor the wheel has been seen or heard from. If the names of these young men are genuine, and there is no reason to suppose that they are not, this paragraph may meet the eye of some wheelman who is acquainted with them, and he can give some information which may be useful in hunting up their whereabouts, and getting possession of the machine, which is a 52-inch Expert, enamel finish, No. 10502. Information sent to R. D. Garden, Manager, 291 Wabash avenue, Chicago, will be thankfully received.

LITIGATION—IMPORTANT.

WE are just advised that in the four cases of the Pope Mfg. Co. pending in the United States Court for the Northern District of Ill., against R. Philip Gormully, and against the Gormully & Jeffery Mfg. Co., and Gormully & Jeffery, in which a motion for injunction was pushed by complainants in all of the above cases on Monday, the 27th, the motion for injunction was withdrawn by the complainants after presentation, the defendants being in court, and ready for the hearing of the motion. Two of the above causes are the same cases in which injunctions were denied upon full argument before Judge Gresham something over two months ago. The defendants showed to the court that they were ready to have all the cases tried upon their merits, and signified their willingness to have all the cases set for hearing at the earliest date possible. The court then set the hearing upon the second Monday of October, giving the complainants the month of July to put in their *prima facie* testimony, giving the defendants the month of August to rebut the same and the complainants the month of September to reply thereto.



WASHINGTON.

"T. HANDLES."

TRULY, the spirit of racing has struck our city. The spring has developed speed in M. K. Crenshaw, J. B. McKenzie and Joe S. Church—all members of the Washington Cycle Club—and I understand "others will try the experiment." There is something in it; our smooth, level, concrete streets are conducive to faster ordinary everyday riding, and when we get on the track we naturally feel more at home than others "whose lots have been cast in stony places." Rumors are current now that Washington will hold a race meet this fall, and I truly hope it will be done. With our streets, our beautiful country roads and our points of attraction, the Capital certainly offers inducements possessed by no other wheeling centre. We sent a good delegation to Hagerstown and Baltimore, and they will undoubtedly return the compliment with pleasure to themselves and honor to us when we issue the invitation.

THE cause of this late enthusiasm is the meets we have recently attended; and I say it with pride, Washington carried off a goodly percentage of the prizes offered. But then, aside from track events and gossip, what a time we had. First, there was the Hagerstown meet on June 13, the hospitable treatment we received, and so on—but you have heard of that before this. Then came Baltimore's turn, June 20 and 21. Some one over there had the weather fixed to suit them and us, and nothing better could have been desired. The Baltimore Cycle Club sent out special invitations for visiting clubs to make their club house, not only their headquarters, but their hotel, and they gave us beds and food! Here's a departure in bicycling hospitality; something more than has yet been done to my knowledge at other meets. The Washington Cycle and the Hagerstown Clubs responded and accepted; the Reading Club went with the Ramblers', who treated them to beds in the club house, and the Capital Club were the guests of the Maryland Club, while unattached wheelmen from various points were also accommodated. I could write you a long account of that meet, but feel it slightly out of place in a "Washington Letter;" but I cannot refrain from sending up my voice in sounding the praises of Baltimore wheelmen, and expressing the earnest desire that that city will have the League meet in 1888.

ONE thing happened at the Division meeting over there, however, I want to speak of. During the discussion relative to holding the next League meet in their city, the question was raised: "What do they owe the National organization, anyway?" It was argued that notices of both the Hagerstown and Baltimore meets, as well as others of official character and importance, had been sent Secretary Bassett for publication, and not one line had found space in the *Bulletin*. That Maryland sent in the largest percentage of renewals and the largest proportional vote of any Division in the League; yet week after week, in the columns of the official organ, not a word could be found to indicate there was a wheelman in the State, except perhaps from the application list. That many and many a letter had been sent the *Bulletin*, but was rejected, while notes from New Orleans, Quakerstown, Brooklyn, St. Louis and other single centres occupied space which might have been given a Division. The language grew bitter as several added their voices and experiences to the general complaint, and a few were for passing a vote of censure on Bassett outright. However, that idea was discouraged, and the following resolution adopted instead.

"Whereas, the Maryland Division is fully able to publish its own official organ, and send its official notices out by the postal laws of the United States;

Nevertheless it deeply deplores the fact that the *L. A. W. Bulletin* has omitted to publish many official notices that have been sent to the Secretary-Editor."

I see in the current *Bulletin* repeated anticipatory mention is made of the Baltimore meet, which is now past and gone; and this brings us to the old question. Why can't the *Bulletin* publish copy as soon as soon as it is received, as our other wheel papers? I leave the question an open one; but it does seem to me a shame that official matter should be subordinated to local letters.

It has come at last. For years Washington has stood prominent in the freedom she allowed her wheelmen. A movement has recently been put on foot to make this the "model city of the world," and with it has come a new code of laws for municipal government just in some of their provisions, but ridiculously strict in others. Without dwelling on its absurd features, I come at once to the regulations governing cycles. Briefly: A bell at all times; continuously ringing after sunset, a lamp on each side to throw light to the front, sides, and rear from sundown to sunup, and no whistles. This to take effect July 26. Well, we accept the issue: it's no more than right when you think of it. Our smooth streets render a wheel positively noiseless, and our foolish pedestrians forsake the sidewalk for the thoroughfares after dark. I want to see this last issue legally tested, by the way, whether pedestrians have the right of way in the streets, except in crossing. But we have free use of every park, every driveway, and every road in or around our beautiful city: and, I repeat, we accept the regulation and shall gladly see it enforced.

MUTTERINGS, "not loud, but deep," are going up against John Wannamaker. The League suits received don't fit, and orders sent are delayed weeks over the promised time of fitting. By the way the Cycle Club, I understand, will adopt some distinguishing feature to be added to their League uniforms, to distinguish them at a distance from others; a good idea in my opinion.

MESSRS. BOYD and Ramos, of the Baltimore Rambler club, were in town on Sunday last, the guests of our League club.

WHILE riding up Sixteenth street one day last week, I saw several wheelmen playing the festive but warm game of tennis, on one of the numerous courts which line this broad thoroughfare. Inquiry elicited the information that the Cycle Club had formed a tennis team of their number, and will hereafter raise a little racket of their own. Speaking of this club reminds me I've seen tickets for sale for a moonlight excursion down the river, they will hold on July 6. I wish them success.

D. ROGERS & Co., have conferred a boon upon the community at large in securing the party who attempted to palm off a worthless check upon them, as it transpires that "Dr." Frank Vernon

"RATCHET."

Cooke is none other than the notorious adventurer who has been traveling around the country and making it a special business of seeking the hand in marriage of every unmarried woman he could, provided the said woman was possessed of a fat bank account. The "Doctor" was ably seconded in his matrimonial schemes by his stylish and highly cultivated "sister," who would so work upon the feelings of the objects of her "brother's" affections, as to get hold of a snug little sum to "help him over a little financial trouble until he can get a 'letter of credit' cashed, you know," after which the "brother" and "sister" would "skip by the light of the moon" for parts unknown, leaving behind them a woman very much wiser although a great deal poorer than when she first made their acquaintance.

HARRY J. HALL, JR., accuses me of trying to create ill feeling between himself and Charlie Stenken. Mr. Hall is mistaken. If the case had been reversed, I should certainly have "written up" Charley Stenken, and should not have spared the lash. As to Mr. Hall's having been as badly hurt as he was, I knew nothing until a few days ago. As to my expression "used up," I can see nothing out of the way in that. If it had been considered an objectionable term, the editor would certainly have used his blue pencil on it. I am truly sorry that Mr. Hall was injured at all, and sincerely hope that in a very short time, he will be able to resume riding, in his old form.

"JONAH" says, "Why does not some enterprising club get up a ten to twenty-five mile handicap, (road race) over the (Irvington-Milburn) course." He further says that "fifty dollars spent in prizes will be an ample inducement." The idea is a good one, and I know of no better qualified club in the State than the Elizabeth Wheelmen to undertake the affair. With a large membership, full of life and enthusiasm, the E. W.s would be sure to make it a success. Come "Jonah," wake the boys up, and see if the majority of them do not "cotton" to the idea.

FRANK L. C. MARTIN of the Plainfield Bicycle Club, rode from that place to Princeton and return, on Saturday, 18 June, leaving Plainfield at 5.15 A. M., he arrived in Princeton at 9 o'clock, having ridden via Dunellen, Bound Brook, Somerville, Belle Mead, Plainville, Harlingen, and Blawenburg. He left Princeton on his return trip at 4 P. M., taking in Kingston, Franklin Park, and New Brunswick on the way. The total distance was about seventy-seven miles, and he reports the road as in fair condition. Mr. Martin holds the long distance championship of his club.

THE heavy rains of last week softened up the track considerably, but it will be in apple-pie shape for the State meet next Monday. Some fine sport may be expected, if our flyers come to the scratch as they should do. We have enough fast men in New Jersey to fill up a first-class entry sheet, but it takes an awful lot of chin-music to persuade some of them to ride. The one-mile club championship of the Plainfield Bicycle Club has been added to the programme. This with the N. J. W.'s one-mile championship will make ten events.

THE bicycle division of the Orange Wanderers will run to Caldwell, 16 July, and to Irving 30 July; 13 August to Short Hills; 27 August to Avondale; 21 September, at 8 P. M., 150-mile ride for the club medal will take place. The tricycle division will go to Upper Montclair, 23 July; Milburn, 6 August; Irvington, 20 August. General runs will be coasting match on Park avenue from Prospect street, 9 July; South Orange, 4 August; Bloomfield, 31 August, and the Oranges, 3 October.

THE New Jersey Wheelmen seem to be awakening from its long sleep and is once more beginning to be heard from. The boys will meet at their rooms on July 2, at 1 P. M., when the captain will appoint committees, assign them to various points, at which they are to meet visiting wheelmen, and escort them to headquarters, as designated by them. On Sunday, the members, one and all, will be at the service of the visitors to show them "the sights."

T. H. BURNET of the Union County Wheelmen, won a two-mile handicap from the 100 yards mark on Saturday, at the games of the American Athletic Club, in New York, in 7m. 19 3-6s. F. L. Norwood, Harlem Wheelmen, (275 yards), was a good second.

If successful in securing the use of the Clifton half-mile track, the Passaic County Wheelmen will have a grand tournament on 30 July. The track, which is a trotting course and consequently soft, will be put in first-class shape for the affair.

J. C. WILLEVER, H. A. Smith, and C. Walker rode to the track, and from there to Montclair and Brookdale and return, about twenty-three miles being covered. The roads travelled were in good shape.

THE ten-mile race of the Ilderan Bicycle Club, which was to have been run over the Irvington-Milburn course, 2 July, is off.

E. R. COLLINS of the Union County Wheelmen, rode from Westfield to Princeton and return, on Sunday.

UP to this morning, (27th), but three entries had been made for the one-mile State championship.

FOR the ten events, but fifteen entries in all had been made.

ENGLISH LETTER.

"SENATOR."

GREAT BRITAIN and Ireland at this time of writing are in the throes of the most important bicycle race meetings that have ever taken place on "Fair Albion's" shores. "Fair Albion" is a permissible term—for if you could only see England and her dependants at this time of the year you would surely re-echo the sentiments which run: "The merry green fields of old England." England at the present moment is a veritable Garden of Eden. Flowers and other vegetation of every kind seem to grow here, there and everywhere, and the song of the blackbird and thrush, intermingled with the lark's song from on high, makes us wish that we could live in such a clime forever.

ENGLAND for the past week has put on her best behavior, and a correspondingly happy result has followed. The cold northerly and easterly winds have given way to a soft, balmy southerly temperature, which, with a medium warmth from Old Sol has given everything new life. "Dingle, dingle," rings the cyclist's bell, as he flits here and there on every kind of wheel, in search of nature's best charms in lovely lanes and by-paths which adorn this part of "Queen Vic's" domain.

IN Coventry you can meet with the most outlandish makes and old time wheels. Bicycles and tricycles of old Dan Rudge's time can be counted by the score around the famous seat of cycle industry. One marvels at this—especially the stranger—when you take into consideration the cheapness of wheels here. Some of the tricycles should, in the name of modern improvement, be given a deserved rest. This same Coventry is a truly grand old place, and the buildings—some of them of the fifteenth and sixteenth centuries—are a study, compared with modern architecture.

ALTHOUGH living within a stone's throw of all the great cycle factories for the past week I have only found time to pay my respects to a few of them. Of course I have visited Hillman, Herbert & Cooper's "Premier" works, where nearly one thousand men are em-

ployed. The firm not only build their famous Rover type safeties, ordinaries and tricycles of all descriptions, but they also manufacture cycles for French and German firms, which are called "La France," manufactured by so-and-so, Paris, and the "Watch by the Rhine," by so-and-so, Berlin, but they also turn out cigarette machines and several other patent affairs.

THE "Rudge" works under Mr. Walter Philips's management, is indeed a model of industry and good management. A vast army of men, girls and boys draw pay from W. Woodcock, the proprietor, who is a generous advertiser and thorough sportsman. Singer & Co. is another immense concern which I visited. Mr. Singer gave me much useful information, which is suitable for any advertising column. The works are a perfect system, and the material turned out from Messrs. Singer & Co. bears comparison with any. Starley & Sutton are a gruff sort of people, and don't care who knows whether they exist or not. They manufacture a lot of useful cycles, so I am told.

It struck me the other day, while gazing "child-like and bland" at the little monument erected to the pioneer Starley, that if anybody deserved a monument, "old Dan Rudge" was the man. Posterity—cycling posterity—has not done enough to recognize the great lift and progress given bicycling by the proprietor of the "Tiger Inn," Wolverhampton. Said Mr. Thomas Cook, master of the Blue-coat school, Wolverhampton, and handicapper Chief, (professionally), to Great Britain, to me the other day, "I had more to do with, and knew more of Dan Rudge's affairs, than any other person, probably, and I can tell you candidly, Mr. Rudge was the best cycle mechanic, and did more to introduce the modern cycle, than all the Lallements and other claimants living. Nights upon nights, fifteen years ago, poor Dan Rudge pondered over the great question of "lightness and speed" for the bicycle. He was the first man to make the split back fork, and he also was the first man to make the ball bearings, Mr. Bown claims, notwithstanding. The patent laws were a source of great annoyance to Mr. Rudge. He paid seventy pounds sterling, for a patent which Bown obtained, and he died with valuable secrets locked up in a safe, which I believe would have revolutionized bicycling. He often pointed to the said 'Thomas, there are secrets in that safe, but I would rather destroy them, before I will trust them to the patent laws of to-day.' I think Mr. Rudge died in moderate circumstances," continued Mr. Cook, "I used to send him something he liked from my table, and that was fresh bread baked by my wife, with new butter, and the last meal he partook of was from my table, not because he had no provisions of his own, mind you, but because he fancied our simple fare."

MR. COOK also gave me several anecdotes of the cycle pioneer's days, such as how he surprised several of the "cracks" of that day, by mounting men on wheels half the weight of the ancient bone-shaker. On one occasion the veteran Jack Keen, had engaged in a match with the celebrated Johnson, who had fallen out with Mr. Rudge over something. The day of the race, Mr. Rudge mounted Keen on a thirty-four pound bicycle, which Keen was actually afraid would break down with him, but on Mr. Rudge, (who was a good rider), vaulting into the saddle, and doing a few "fast" laps around the old Molineux (Wolverhampton), grounds, Jack was convinced the new mount was the proper caper. So the race started, with Keen on a thirty-four-pound "Rudge," and Johnson on a seventy-pound French bone-shaker. Result, Keen waltzed in, doing record. Such surprises as these, made the proprietor of the "Tiger" famous, and also to be feared. Yes, I maintain, if anybody deserved a monument, good "old Dan Rudge" is the man. I am ready to give my mite. Let a fund be started, and let us do honor to the greatest of all bicycle inventors and pioneers.

THE American team as guests of Messrs. Iliffe and Sturmey of the *Cyclist*, in company with Mr. Golder, *Bicycling News*, and Messrs. Allard and Oxborough, "Suspenders" paid Kenilworth Castle a visit, yesterday, and learned a little of the exploits of the sixteenth century. The ruins are grand, and after a splendid tea provided by the *Cyclist* proprietors, I drove back in company with Mr. Iliffe, (who has paid us great attention). The scenery and roads from Kenilworth to Coventry can't be beat. I have to thank the *Cyclist* people for placing a private office at my disposal while in Coventry. The track here is four laps to the mile, and is raised all around and three feet at the corners.

LAST night I watched "Dick" Howell try for the mile record, 2.31, with Battensby and Birt as pacemakers. Through fault of proper pacing, and the roughness of the track, Howell succeeded in only cracking the English "Pro." record of 2.38, he (Howell) doing 2.35 1-5. I am, however, convinced in Springfield, Howell can do 2.28 or better.

HOWELL is a much improved rider, and I think 2.25 would be near his mark at Springfield. He is altogether a different man than

he used to be. Careful training, and a more gentlemanly deportment, has given "Dick" a firm hold on his admirers. I have been in the company of Englehardt, Oxborough, and Allard, the "suspends," otherwise "promateurs," the past ten days, and I find them agreeable men, and, of course, waiting to see if "King Todd" won't "re-instate us." On behalf of the American team, I thank the cycle and general sporting press of Great Britain and Ireland, for the kindnesses we have received at their hands, and which have gone so far to make our trip such a glorious success.

NEW ORLEANS. WELL, the all-important question of the N. O. B. C. relative to card-playing, came up at the meeting last Wednesday, two of the members of the Committee, who took it upon themselves to purchase the card tables without authority, absented themselves, through lack of back-bone it is supposed. In consequence the entire matter was laid over until next meeting, when a lively time will be had, no doubt. This question is an interesting one, and one that we would like to see discussed by more able correspondents.

SOME nine members of the club availed themselves of the golden opportunity presented by the L. & N. R. R. and excursioned Sunday over to Bay St. Louis, a pretty little sea-shore spot situated about sixty miles east of New Orleans, and on the shore of the Gulf of Mexico. Here a twelve-mile stretch of the prettiest kind of shell road is to be found, and of course, is it populated by cyclists whenever a chance is offered. While having fine inducements in the shape of a first-class road, other things may be enjoyed, a surf bath in the salt sea water, and a first-class fish breakfast and dinner, including wine, may be had for one dollar.

BESIDES the main road, several minor ones and almost as good, shoot off into the backwoods, and gracefully wind through the historic pine trees of the Southern clime, leading to smaller settlements, where muscadine grape growers' vineyards, etc., do abide. Evidence proved that the boys had an elegant time, and did considerable win(e)ding, as was noticeable by the peculiar actions of our "Sunday School Charlie," who got into a chicken coop, finally imagined himself a rooster and commenced to crow. Never mind Charlie, with diligence and perseverance, you will soon be first on the club ro(o)ster. (With due apologies to the Owl). Our Captain and our newspaper "Item" gatherer, seemed rather gay, notwithstanding the fact that they were both very emphatic in declaring that they had drank naught but water the blessed day. After having a most agreeable time, the men took the homeward bound train, promising themselves to make Sunday excursions "over the lake," a feature of future club runs.

WE have heard considerable boasting of late, between three or four of our crack(ed) road riders, about feats they have accomplished, (in private), century runs, etc. Now there is a great amount of doubt existing, as to who is the best man for fifty or one hundred miles, and in order to decide, why not arrange a fifty or one hundred mile road race, it would certainly interest a great many, and we should make the affair a success, for there is certainly a deal of party feeling displayed by a majority of the cyclists here. Mr. A. M. Hill, some time ago, offered a very handsome diamond medal, (perhaps because he felt pretty certain of winning it himself,) to the winner of three of a series of fifty-mile races, that is, when won, the winner to wear it until he was beaten, he to be subject to challenge any time after the race, and given thirty days to train; when won three times, to become the personal property of the winner. Now with a little inducement, in all probability, Mr. H. would put it up again, for he is a very generous sort of a fellow, and an enthusiastic wheelman, if he does have his little off days.

MESSRS. ABBOTT and Fairchild, (the latter of "Boston Tour" fame), left here Saturday night, via train for Baton Rouge, thence to ride a-wheel to New Orleans, during the hours of daylight, a distance of one hundred and fifteen miles over a very tough road, they left at 3.30 A. M., and succeeded in reaching Burnside plantation, forty odd miles, when (this by telephone,) Fairchild disabled himself by spraining his ankle, and the ride was given up, Abbott being undecided whether he would ride the next day or not. It is a very noticeable fact, that Fairchild has a most peculiar knack of hurting himself when energy is most required, (barring the necessary amount of muscle expended in putting away a good square meal), and therefore we think—well, never mind what we think.

It is proposed, (as usual), to hold the finest race meet ever seen, in New Orleans, and with the earnest co-operation of all the wheelmen, the scheme can be accomplished. We are coming to the front slowly but surely. That the South is being recognized, was evinced by the appointment of C. C. Hodgson on the Membership Committee, and now it becomes the duty of all Southern wheelmen,

and particularly those of the Louisiana Division, to show their appreciation by working for cycling in general, and the L. A. W. in particular.

SPEAKING of the L. A. W. reminds me that it is a pleasing fact to notice that the cycling journals have at last gone into a state of "quietus," on the secretary-editor fight. It is about time, for they were certainly Aaron-ing things into the ground. (How's that, Mr. Owl? You feathers are in danger, for the "Senior" is on the fly.)

THERE is some talk of the Division meet, and the boys are anxiously awaiting the arrival home of C. C. Hodgson, who attended the L. A. W. meeting, and is taking an extensive trip, just now.

NEW YORK. THE Kings County Wheelmen seem to have the same good will of the weather dispensary, as they are acknowledged to have with Brooklyn's fairest daughters. No one could doubt the truth of either of these assertions, when a perfect day was presented

for their annual spring race meet at the grounds of the Brooklyn Athletic Club. The grand stand was a rainbow of beauty and female loveliness, who had assembled to encourage the racing men to do their utmost. The events and winners were as follows: One mile of Ilderan Club, H. L. Bradley, 3 minutes, 11 4-5 seconds. Two mile, Calumet Club championship, R. L. Jones, 7 minutes, 7 seconds. Five-mile State championship, A. B. Rich, after a hard fought finish with J. W. Powers. Time—17 minutes, 19 seconds. One mile novice, H. L. Bradley, Ilderan, 3 minutes, 19 seconds. One mile for K. C. W. novices, L. W. Beasley, Jr., 3 minutes, 23 seconds. Two-mile handicap, J. W. Powers, Harlem Wheelmen, from 40 yards, in 6 minutes, 19 seconds. A team relay race, three men on a side, each man to ride four-fifths of a mile. Won by K. C. W's. in 5 minutes, 58 1-2 seconds. Half-mile boys race, H. L. Powers, Harlem Wheelmen, 1 minute, 37 2-5 seconds. Mile handicap, H. L. Powers, 75 yards, 3 minutes, 2 1-2 seconds. Mile ride and run, E. J. Halstead, 4 minutes, 43 1-2 seconds. Consolation H. Hornbuckle.

PROMINENT wheelmen were absent from their clubs during the past week. The Seventh Regiment spent that period in camp at Peekskill, and wheelmen for the time laid aside cycling and took up warfare as a pastime. From all reports the change from club to camp was not an agreeable one, the thermometer climbed up in the nineties for the first half the week, and it rained cats and dogs for the remaining half.

THE New York Club are pushing plans for erecting their club house, and the architect's drawings will be in the hands of the Building Committee within two weeks. The location chosen is an excellent one, being only 83 feet from the Riverside Drive on Seventy-Fifth street. The club, since its combination with the Ixion's, has 100 men upon its membership rolls, which number will be doubled by the time they are prepared to move into their new quarters. When once located there, it will push the famous Citizens for first honors.

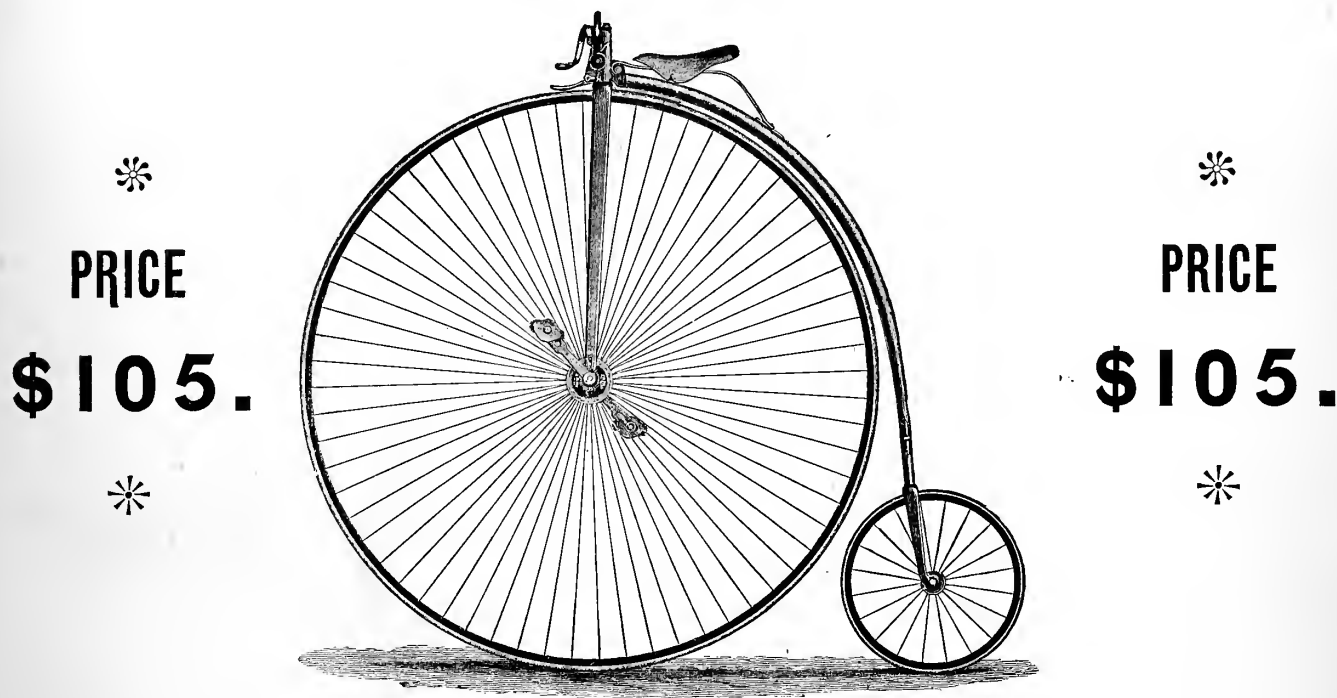
I UNDERSTAND A. B. Rich intends to attempt lowering the recent record made by Harry Hall in the alphabetical road-race, over the same course. Speaking of this race, reminds me that I saw Valentine the other day and he tells me why he didn't win. He says he was holding the leaders well in hand, till they came to the long hill, and then Hall and Stenken went down it under full steam, a feat that no crank-rider could ever do, and keep his pedals. Rich will more than likely have Valentine for a partner in his proposed attempt to smash record over the Milburn course.

SUNDAY when riding upon Jerome avenue, a horse became frightened by a bicycle, and the driver was thrown from his carriage and killed. This is the rumor at the time of writing, and further particulars can not be obtained. Laying aside the seriousness of the affair, a more unfortunate time could not have been chosen, as now that the papers are full of our fight versus discrimination against bicycles, this will prove a winning card in the hands of our enemies, even though it be proven that the rider was not to blame, which it is to be seriously hoped he is not.

THE American Athletic Club made a successful bid for pot hunters at their games on Saturday. The event was a two-mile handicap, with a gold medal to first and second, and a silver one to third man. Each individual pot hunter figured that all the others of his tribe would be over at the K. C. W. race meet, which took place on the same day, so you can imagine when each one found himself confronted by fifteen other competitors who had figured just the same way as he had, that there was not a feeling of intense satisfaction among the tribe. The handicapping was a new departure in that direction. The scratch man was on the 150 yard

The Coventry Machinists' Company.

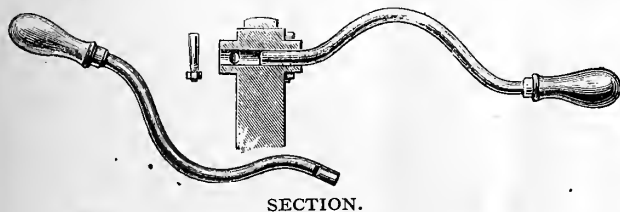
THE "UNIVERSAL CLUB" BICYCLE.



~ SPECIFICATION. ~

Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with butt-ended spokes; front wheel grip brake.

PATENT DETACHABLE HANDLE-BAR.



FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles and Kirkpatrick saddle can be fitted at small extra cost.

SEND FOR CATALOGUE.]

239 Columbus Avenue, - Boston, Mass.

SOME OF THE TRADE

Delight in informing their friends that we do not sell any wheels to speak of, that the demand for them is very light in wheeling centres, where bicycle riders are posted.

We Append Herewith

A few letters from some of our agents who had given up a well known line of wheels rather than ours.

LOUISVILLE, Ky., April 18, 1887.

Dear Sirs: We have sold twenty-five Champions so far—twenty-one in the city, the balance outside, which is double the number of fine wheels ever sold in Louisville by both the agencies put together in a year, and I think we will sell not far from one hundred Champions this season. It has not been hard work to sell them—they sell themselves. If an old ——— rider is skeptical he is the man I want to get hold of, and let him first try an ——— and then a Champion. In this way we have mounted seven prominent riders on full nicked Champions. Of course, this has had an effect on choice of wheels for beginners, which we intend to keep up. In fact, the machine has the most good talking and taking points of any machine I ever saw. For instance, you can grasp the large wheel and backbone of an ——— just above the step—it is not very hard work to bring the wheel and backbone together. Now try the Champion, and you will find that it don't go together worth a cent, and as the backbones on both wheels are nearly the same, one must give in the head and the other doesn't. I have ridden my own mount (a Champion, of course) over 500 miles this season, and have given it a pretty thorough test on rough roads, and I certainly would not exchange it for anything in the wheel line I ever saw. I rode it April 3d (after the snow storm) eighty miles, from Harrodsburg to Louisville, in ten hours, with six inches of mud for forty miles, and not anything loosened but a spoke. (I'll not say anything more about the Champion now; you may think I'm trying to sell you one.) Our successor has sold one ——— so far.

HERE'S ANOTHER:

The New Orleans agent, by far the largest 'cycle dealer in the extreme South, says:

NEW ORLEANS, La., April 21, 1887.

Gentlemen: Your favor of the 15th inst., asking for a candid expression of opinion as regards the American Champion Bicycle, manufactured by Gormully & Jeffery Manufacturing Co., has been received. In reply, I would say that in all my experience I have not

found a wheel that gives such entire satisfaction and sells as readily as the "Champion." I have sold it since first introduced, and in this State it outnumbers other makes of high grade wheels about seven to one. It has proved a durable, easy running wheel, and its reputation here is fully established. You can recommend it to your customers with the utmost confidence. I could send you any number of direct testimonials, but infer you are writing for what is called a "condensed" experience.

AND STILL ANOTHER.

The Cincinnati agency is equally enthusiastic. Any one who has seen the four-horse teams of Cincinnati will understand the reference to the roads in the following:

CINCINNATI, O., April 10, 1887.

Dear Sirs: We are in receipt of yours asking information regarding the Gormully & Jeffery goods. We feel that we cannot say too much as to the good merits of their machines. We have handled the "Ideal" for four years and the "American Champion" from its first appearance last season. In every instance they have given perfect satisfaction to the purchaser. The American Champion, for ease of running, rigidity and general durability, is not excelled by any wheel. The American Challenge is a good staunch roadster at a moderate cost, that has proven itself by actual usage on our roads (and worse could not be found in our immediate vicinity) to be a thoroughly reliable machine, answering all the requirements of a good all 'round bicycle at a moderate cost. The Ideal is beyond a doubt the best boy's wheel ever produced. The success of the wheel has been phenomenal about Cincinnati, and it is certainly well earned. It affords us great pleasure to offer these machines to the public, knowing that for thorough workmanship, reliable construction and good quality of material employed in their manufacture, they are all that is claimed for them and sure to give satisfaction. We congratulate you on having added these wheels to your list, and wish you every success that they are bound to bring you.

There are plenty more to follow. In fact we are prepared to satisfy an extraordinarily keen appetite for reflection.

Catalog on application.

Gormully & Jeffery Mfg. Co.

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

mark and the limit one at 275. The race was an excellent one, however, and little T. H. Burnett, of the Union County Wheelmen, won in 7 minutes, 19 3-5 seconds, from 200 yards. F. L. Norman, 275 yards, second, and Morgan Marshall, N. Y. Bi. Club 200 yards, third.

ST. LOUIS.

"PHŒNIX."

THE Greenwood-Stone race is the main topic among our road men. I met Greenwood on the asphalt, Wednesday evening. He was suffering from a bad cold, but declared he was ready to uphold his reputation, on the De Soto hills. He was only awaiting a reply from Mr. Bassett to his inquiry as to how the race with Stone would effect his amateur standing. The men are ignorant of each other's training maneuvers, in fact, Greenwood was surprised to hear that Stone had his \$50 deposit ready, and had chosen Saturday, July 2, as the date, as the latter had agreed to give him two weeks' notice. He thought this unfair, but would not "crawfish," as he felt confident that he could beat Stone. Stone, to prevent Greenwood's friends from claiming that he had an advantage by using a safety, has abandoned it and will use his own 54 machine. He calculates that he can equal Greenwood's half-hour advantages each way, in the hill region, by speeding on the levels, and spurting home from the Merrimac river, fifteen miles. Greenwood doesn't think so, claiming that he will out-run Stone on this very fifteen-mile stretch, particularly going down. It ought certainly to be a great contest.

THE meet has had the effect of delaying the annual division meeting, probably until September, when a goodly crowd and great time amid the fall festivities are assured.

THE meet committee met last night for the last time. All bills were approved, having already been paid, and I learn that there is a surplus. It may be interesting to know that the banquet cost \$1053.55.

"KNOW anybody wants a camera, cheap?" asked a sad-eyed individual the other day. The craze has struck St. Louis very hard, and this poor chap, on whose countenance "busted" was plainly written, was the proud (?) possessor of three cameras.

VICE CONSUL CANDY, of Kansas, is afflicted with the autograph craze, and St. Louis celebrities are in receipt of hektograph circulars, inclosing cards, with a request for their autographs. A harmless amusement, provided it doesn't spread.

BURLEY AYERS' love for touring and rustic scenery, has gotten the better of his Chicago discretion, and he promises that we may show him the De Soto road. It will happen within a few weeks. The funeral will occur at Bulltown. Friends invited.

PRESIDENT KIRKPATRICK has established a cabinet, composed of the chairmen of L. A. W. national committees. To this cabinet he proposes to submit all matters requiring thorough discussion, and he has already asked for an expression of opinion on several points.

THE pretty maidens of Clarksville didn't like Ladish's revelation of their weaknesses a bit, and two of them went so far as to write him letters about it. One was anonymous, and went for him heavily, while the other hit him a few wordy whacks in a joking way. Ladish, by the way, will tour through Missouri.

Now that St. Louis readers of the WORLD have become accustomed to the cut of its new suit they like it. One of them said: "I like the methodical arrangement of correspondence and gossip. The eye finds a desired spot without the usual tedious 'wading.' The WORLD, too, is the M. I. P. of cycling news vendors."

THE Division Board met at C. C. Brewster's residence, Tuesday evening. Missouri's five representatives have some hard work before them, each having been assigned a large district, and instructed to swell the division roll without delay. Brewster is now determined to get out a tip-top hand book by September, and proposes to call monthly board meetings.

LINDELL, Gordon, and Ladish slipped out of town mysteriously Wednesday. They couldn't give it away, they said. Ladish proposes to make a tour a-wheel through the State in July, intending to describe the trip in his journal, with sketches. More cartoons, Lad? I learn that they have just been to Chicago for a pleasure jaunt. Cold weather prevented them from sailing to Milwaukee on Lake Michigan.

Wheeling says that story about the nickeled bicycle, and the lady tricyclist who "sized" the nickel man up, was originally from the pen of the Welsher, and not original with the *Philadelphia Times*. All right, we will transfer our credit from the *Times* to the "Welsher." It was a good story, and it "got there just the same."

RECORD OF
THE WEEK.

AND so Ducker goes to Buffalo, and Springfield will know him no more. In the loss of Mr. Ducker, Massachusetts loses one of its most energetic wheelmen. Of course, without the substantial backing of his fellow-club-men and towns-people, these past great tournaments would have been an impossibility, but the fact goes without saying that without Ducker's indomitable pluck and perseverance to fire the enthusiasm of the Springfielders, the tournaments never would have taken place.

A NEW phase of the crank appears in the person of an individual who wants to get the autograph of every wheelman in the United States.

THE "American team" are working themselves into the regard of the Englishmen. The papers all speak kindly of the men composing the team.

TWENTY-FIVE thousand signatures is a good many, but that is the number that went on to the petition to Gov. Hill, asking his signature to the Liberty bill.

MR. C. W. BROWN of the No. London Tricycle Club lately rode one hundred miles on the road in 7h. 54m. 10s., beating "the best" by about thirty-five minutes.

SOME little dispute as to the respective merits of Captain F. A. Eldred and H. B. Wadsworth of Springfield, has led to a challenge race being arranged to be run off at the tournament on the 4th July.

THE road racing fever has struck Kansas City. They have a pretty good course running from that city to Independence, a distance of about twelve miles. Several wheelmen ride between these two places every day, to and from their business.

A MEDDLESOME scribe in Kansas City, has been trying to raise a row between the two clubs of that city. Common sense, however, being a large component of these two clubs, the newspaper man's efforts have happily proved futile.

A COMMITTEE of Baltimore cyclists have been canvassing that city to see if the merchants would back them up in case the next meet was held there. It is very much doubted if the same amount of money (\$5000,) as raised in St. Louis can be collected.

At least 50,000 people turned out to see the lantern parade of the cyclists in Baltimore last week. The night was as hot as pepper, and the boys are said to have glowed with pride and heat combined. The costumes of the paraders are described as being varied, and many cases very handsome.

WE are sorry the Editor of *Bi. News* did not read the WORLD in the early days of 1886. If he had done so he would have seen that we were just one year ahead of the *Bulletin*, in our ideas of the usefulness (?) of parades, and the flummery that went to make up a cyclist's joy in the infancy of cycling.

THE crusade against makers of unreliable and worthless machines is being vigorously pushed by the *Bi. News* people in England. Notwithstanding threats, they have taken a determined stand against these frauds and they intend to show 'em up. Every honest man and manufacturer will give them both moral and tangible support.

WE wonder what rules the Springfield tournament on July 4th, will be run under. Has the A. C. U. enough vitality left to preside over the event. We notice Lynn buckles under and comes back into the League, now this cruel war is over, and officially announces that "L. A. W. rules will govern."

PRUDISH Baltimore is shocked because, forsooth, some of the amateurs appeared in curtailed racing trunks. They say such costumes worn by professionals is O. K., but by amateurs "'tis too too." By and by we shall be required by these finicky people to go in bathing arrayed in a swallow tail coat and an opera hat.

CHIEF CONSUL HAYES of Massachusetts, is very anxious that all who have the matter of imparting information for his road book in hand, should hurry up. Consuls and others having this matter under advisement, will please rush their work along, and by thus doing, expedite the Chief Consul's work immensely.

THE Baltimore papers seem to think that the L. A. W. is becoming "a please-entertain-us dead-beat association." We think the Baltimoreans are a bit too previous. In every case the subscription and entertainment have been the voluntary out-put of the local cyclists, and not because of any solicitation at the hands of the L. A. W.

"THE much-talked-of road race to De Soto and return, between Hal Greenwood and Percy Stone, will take place between July 1st and 4th. Hal has made elaborate sleeping arrangements at the top

of each hill, where he will rest and watch Percy, as there are rumors that Percy has relays of wagons to help him on the hills. They are both training hard, and expect to make the round trip within three days."—*Spectator*.

It seems that the California Division fired up to quick, as the L. A. W. ten-mile championship has been assigned to them. We rather think Brother Bassett hits square and true when he says: "We think she (California,) has little cause for complaint, and the boy who 'won't play' if he can't be 'it,' never gets sympathy."

W. A. ROWE issues the following defiance to McCurdy: "As McCurdy seems willing to accept my proposition of a three-mile handicap race, I to allow him 300 yards start, I would say that I will race him at 7 o'clock P. M., Friday, July 1, 1887. Winner to take the entire gate receipts. Race to be run on the Lynn Cycle Club association track." And as Mc. is "willing," there will possibly be a race.

THE *Bulletin* in reply to our protest vs. the *Item* man for making jokes, the badness of which has undoubtedly been the prerogative of Bassett and the Owl, says: "Why do you carp at the weakness of these men, Mr. WORLD? Why not mackerel good joke yourself, once in a while?" Whew!! We don't believe we can make as bad a one as that. Evidently Bassett wants to pick-er-ell of a row with us, perchance he may get sur-fish-ent of that kind before we have finny-ished!!

AN English clergyman, who a short time ago, visited Hammerfest, in Norway, the most northern town in the world, informs *Bi. News* that the first thing he saw on landing from the steamer, was a young man on a Coventry made bicycle, who was pedalling around, to the admiration of a wondering little crowd, and apparently with immense satisfaction to himself. When the North pole is discovered, we prophesy that the explorers will find a jaded cyclist resting his steed against the earth's axis, and wondering whether there is a C. T. C. consul in charge.

LONDON W. and Kennedy-Child are going to do the Robinson Crusoe act down on one of the Brewsters, in Boston Harbor. London W.'s *pere* owns the island, which has on its rocky shores, a very good house. These two worthies have bought a twenty-five-foot steam launch, and they propose to go to and from the city every day. This is a great scheme. They intend to have a steward to do the cooking, and attend to the house, will live like Sybarites.

THIS is the way the Cambridgeport Club talks turkey to the Waltham boys: "If the Waltham Ramblers really desire to test the merits of their riders in a road race with the Cambridgeport club, it would be a good idea for them to put it in writing in the shape of a challenge, instead of writing to Boston papers to that effect. We can assure the Ramblers that they will be accommodated with a race whenever the proper steps are taken by them in the matter." Now Waltham, brace!!

A REMEDY suggested by an Englishman, to prevent scaring of French horses, is to "whistle a tune as soon as you meet a restive horse, and, in five cases out of six, you can pass him without dismounting. Most readers will laugh at this simple thing, but, perhaps, they do not know that French boys and men *never* whistle in the streets, therefore, it is a novelty that attracts the horses attention more than the motion of the feet going round, and, if anything, they say animals are charmed by music."

THE testimonial tendered Mr. Ducker last Friday night, by the Springfield Club, was a great success in every way. The club rooms were crowded by people anxious to bid the guest of the evening God speed in his new field of labor. The club presented Mr. Ducker with a magnificent dinner set of 130 pieces of Haviland hand painted china. The recipient was astounded. Tears choked his utterance for a few moments, and his evident emotion was more eloquent than any words he could have spoken. Besides this splendid gift, an alligator skin travelling bag, and a fine silk umbrella were also presented.

THE genus Road Hog has appeared in England, but unfortunately he "developed" in a bad place, and his initial experiment was made on bad men. Scene, Ripley road, near Cobham. Enter Messrs. Turner and Langridge on a tandem. Also, enter, pair horse wagonette, driven by a conspicuous looking party of the feminine gender, by her side a stout, sporty looking party. On rear seat a groom, in all the splendor of tops and cockade. Sporty man and his lady (?) friend put up a job to run the tandemons down. They try, they fail. Tandemons turn and give chase. Feminine coachy whips up horses, but no go, the demons hang on. Reinforcements to cyclists appear, and among them G. L. Hillier. Horses stopped. Cyclist struck with whip. General fracas. Sporty man turns out to be a prize fighter, and offers to "lam" the best man there. Offer respect-

fully declined. Man gives his name. Proceedings against him will be commenced, and he will soon be a wiser and a sadder man. If the Road Hog wants to thrive, let him avoid the Ripley Road, the atmosphere there is not healthy.

PERCY FURNIVALL has appeared on the platform and delivered a lecture on "Training," presumably with special reference to bicycle racing, in which department of sport the author of the paper has excelled in so great degree, his ideas on the subject should be of value.

AMERICAN WHEELMAN CHANGES HANDS.

WE are in receipt of a telegram from St. Louis under date of June 28, which states that Ladish has sold the *Wheelman* to Rogers & Gordon. Other interests engaging Mr. Ladish's time is the cause for his selling out.

QUEBEC TOUR NOTES.

CAPT. WHITNEY was in Portland a few days ago to make sure that the tour was progressing satisfactorily. As a fitting preliminary to the trip he will make next month on a safety wheel, we mounted him on a Kangaroo, and took him out for a run on the Cape shore. He stood the trial nobly, and we doubt not will prove the capabilities of this class of wheels in a convincing manner.

As I have been requested to give list of the post-offices on the route of the tour, and the dates on which we shall reach them, I will do so here. In every case it will be well to add the words "With bicycle party," to the rest of the address.

July 20—Riviere du Loup, (Fraserville), County Temiscouala, District Kamouraska, Province of Quebec, Canada.

July 21—Cacouna, Seigniory of Le Pare, County and District of Temiscouata, Province of Quebec, Canada.

July 24—St. Louis Hotel, Quebec, P. Q., Canada.

July 25—St. Joseph De Beauce, County and District of Beauce, Province of Quebec, Canada.

July 26—St. George De La Beauce, Seigniory of Aubert Gallion, County and District of Beauce, Province of Quebec.

July 27—Moose River, Maine.

July 28—The Forks, Maine.

July 29—North Anson, Maine.

Mr. E. P. J. Morton was in Portland last week, and gave us a call to say he was counting the days that would elapse before we started on the great Quebec Tour.

Nearly all the Portland contingent will array themselves in jerseys rivaling Joseph's coat of many colors in appearance. The French men and maidens must be impressed, and it is hoped this will help to that end.

The puzzling out of letters written in Canadian French, by hotel keepers, has caused the management to regret his lack of education, but the returns are all in, and everything is O. K.

There is room for just three more in the party.

We should like to have these vacancies filled as quickly as possible.

F. A. E.

FIFTY MILE ROAD RECORD.

G. P. Mills has lately accomplished the feat of riding 50 miles on the road in 3 hours 7 m. and 24 s., thus beating Sydney Lee's wonderful record of 3 h. 9 m. 15 s. Mr. Mills is determined that no one but himself shall have the honor of holding any of the long distance road records. This time is especially remarkable as it was made against a stiff head wind.

TEMPLE BEATS THE QUARTER MILE BICYCLE

RECORDS

(Cable to Boston Herald.)

LONDON, June 27, 1887. At Alexandra Park, to-day, Temple, racing against time, beat the bicycle record for a quarter of a mile, covering the distance in 37 1-5. Woodside failed to cut down the five-mile record. [This is the fastest English record, either amateur (37 2-5) or professional, 39. Rowe's record of 35 1-5 stands yet as world's record. Temple however stands credited with the fastest quarter mile done with flying start. On June 11, at Coventry, he made the astonishing time of 32 1-5s., which is far and away the best ever recorded. Ed.]

LOCATION OF L. A. W. CHAMPIONSHIPS FOR 1887.

By a unanimous vote of the Racing Board, the ten-mile national championship (bicycle) has been located with the California Division, and will be contested at their annual meet, July 2, 3 and 4.

The five-mile national championship (bicycle) has been located with the New Jersey Division, and will be contested at their annual meet to be held at Orange, N. J., July 4.

The three-mile national championship (bicycle) has been located with the Detroit Bicycle Club, and it will be contested at the annual meet of the Michigan Division, to be held at Detroit, July 8 or 9.

J. H. COOLEY, Chairman.

R. I. DIV. ROAD RACE.

THE second annual 25 mile road race of this Division was held last Saturday, and it proved quite a "go." The starters were J. A. Dawson, Pawtucket; M. Turner, Warren; Charles M. Moore, Pawtucket; W. A. Bennett and M. Scott, of Providence. Dawson of Pawtucket was looked on a winner, before the race, but the event proved that Turner was the best man. The course selected was the best obtainable, but it was tough as to surface and grades. The turn was made at Barrington Center, 12 1-2 miles out; up to this point, all about kept their original positions, but on the run home Turner cut loose and collared Dawson about 3 1-2 miles from the Centre, passed him and came home a handy winner. All the other men had more or less experience in the header line, but the two leaders came home without a tumble. Turner rode a Columbia Light Roadster and Dawson a Star. The start, finish and times are as follows:

	Start. h. m. s.	Finish. h. m. s.	Time. h. m. s.
Turner.....	3 18	5 00 05	1 42 05
Dawson.....	3 15	5 02 20	1 47 20
Moore.....	3 21	5 12 55	1 51 55

Considering the roads the time was good.

MARYLAND DIVISION MEET.

THE Maryland Division Meet opened Monday evening, June 20, with a lantern parade, with forty Maryland club and ten visitors, thirty-five Baltimore Club, twenty-six Rambler club, ten Centaur club, ten Hagerstown, seven Washington Cycle club, and twenty-three unattached, in line. J. Kemp Bartlett led the parade, and many of those who rode were in fancy costumes of Knights, clowns, Mikados, Zulus, etc. The night was beautiful, the lanterns numerous, and many colored Greek fires along the line, lent an attraction to the parade.

Tuesday morning at 10.30, the Division meeting was held at Arlington Driving Park. Every Saturday was voted the official organ, committees appointed to consider the question of holding the next League meet in Baltimore, stencil and post sign boards for the State, and revise the Division constitution, R. M. Lockwood unanimously re-elected Secretary-Treasurer, and a resolution passed expressing the State's regret that the *Bulletin* had not found space to publish its official notices.

In the afternoon at 3, a parade around the race course, with nearly 200 wheelmen in line, took place, followed by the races with the following results, the first prize being a gold, and the second a silver medal, in each event, except the team race, for which a silver cup was offered by S. T. Clark & Co.

Half-mile dash, Maryland novices: L. Warrington, 1.27 3-4; F. H. Hoover, 1.32 3-5.

One-mile dash, open: W. E. Crist, 2.45 1-2, (the best time ever made on this track); J. B. McKenzie, 2.51 4-5; P. S. Brown third.

Three-mile lap, Maryland riders: H. L. Kingsland, 9.25 3-4; F. W. Pope, 9.34 3-5.

One-mile dash, tricycles: W. E. Crist, 3.41 1-5; P. S. Brown, 3.41 3-5.

One-mile dash, novices: J. B. McKensie, 2.59; L. Warrington, 3.02; F. H. Hoover third.

Three-mile handicap, open: J. B. McKenzie, (50 seconds,) 9.49 1-2; W. E. Crist, (scratch), 10.10 3-5. Also rode, Harry Ward 30, W. B. Brown 30, J. S. Church 50, and F. M. Clotworthy 75 seconds.

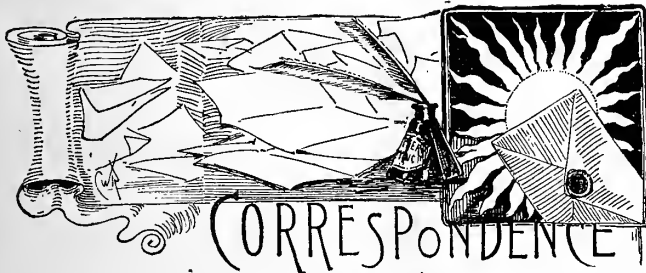
Fancy riding by Harry Park of Washington.

Two-mile safety handicap, open: W. E. Crist, (scratch,) 6.44; P. S. Brown, (10 seconds,) 6.44 2-5; C. R. Eisenbrandt, (50 seconds,) third.

One and a half mile team, Kingsland 9 points, Clotworthy 3, and Denmead 2, for the Rambler club; Pope 8, Brown 7, and Worthington 4, for the Baltimore club, winning; LeCato 6, Griscom 5, and Brazee 1, for the Maryland club; all of Baltimore.

One-mile consolation, this race-meet losers only: J. S. Church, 3.06 3-5; Harry Ward, 3.16; J. H. Warner, a close third.

In the evening the clubs gave the visitors a theatre party, the best seats in Harris' Academy of Music being reserved for them. The play was the *Black Hussar*, which was rendered with vim, and many bl. gags were run in to make it interesting. Digby Bell at one point shouted "What's the matter with Bartlett?" and the boys gave the usual reply; and some one answered "What's the matter with Digby Bell?" eliciting the same response. The meet was a grand success in every way, and the visitors feel a warm sense of gratitude to their hosts for the good time they had.



MR. RHODES'S CHALLENGE TO MR. WHITTAKER.

Editor Bicycling World: Dear Sir—I hear a good deal of talk about bicycles for road racing. Talk doesn't count for much. I have my own opinion about bicycles and if you will get up a 100 mile road race I will agree to give any man who rides a Champion fifteen minutes start. I rode at Crawfordville to defeat Whittaker on his own course. He refused to start, because he said he wouldn't ride unless he could have a better wheel to ride than he had at Clarksville. He was there and in condition to ride. I will ride my Victor, and I want one condition to be, that no man shall be allowed to change wheels in the race. Yours truly, W. A. RHODES.
June 25, 1887.

STROLLINGS AMONG THE CHICAGO TRADE.

MY Dear BICYCLING WORLD,—The persistency with which you have been dinging away at me for a local article on the general condition of our trade is a little bit foolish on your part perhaps, as you are well aware, that the trade is my hobby, and I am somewhat inclined to color what I say about it, and have to keep a constant curb on myself. But I will try and say nothing this time beyond what the various good fellows in the business hereabouts told me, and you will therefore know where to locate any extraordinary flights of fancy or imagination. When one begins to think trade, he is quite liable

TO THINK OF J. O. BLAKE,

the Vice President of the John Wilkinson Company, the *padre generale* of the L. A. W. in this State, ex-Chief Consul for several con-

secutive terms, and the best known man to bicycle riders in Illinois, without doubt. Naturally, I gave up my first nickel to reach him, you see I am getting so old that I am apt to use a horse car on a hot day. I found Jack making out an order for Champions, in close confab with Richardson, his right hand bicycle man. Orly Ware, he's fat, and with a pail on each side of him, which he says he uses for waste paper, only he don't, as they make capital perspiration catchers. Orly was making out a check containing two or three ciphers. The store was crowded, and all the clerks were bustling for dear life, and I was more or less prepared in consequence, for the outburst of prosperity that I knew Jack would give me straight from the shoulder. "Hello, Jack," I said, "I—" "no time to talk to-day, Verax, come up to the house, I—" "But if you can't talk, I'll have to do you up in the BICYCLING WORLD, and you know what that means." I knew how to start him off, however, just said something about how Champions were selling. "Champions selling? say, we have disposed of twenty within the past two days, and haven't a sample machine even, in the store." "Draw it mild, Jack," I said, "and give us the facts." "Well it's a fact, we have done a better business this season, than ever before. We attribute it partly to the fact that we run Chicago made wheels which we can conscientiously guarantee, knowing that the manufacturers will stand by us without kicking, and if a man drops into this store and says anything about bicycles, he owns one when he leaves. We are doing a very successful business in bicycles in a wholesale way, also in the regular agency system." "How are you fixed an boys' machines?" "Oh, we have the Ideal, and everybody knows it is the best boy's machine there is, and the little fellows will have it, you know. We are having quite a drive, on the Wilkinson, which we have made for us especially, by a Chicago manufacturer. Altogether our trade in cycles this year has been way ahead of anything we have ever done." "How about tennis and amateur photography?" "Tennis like cycling, is booming, and we have some trouble in filling orders as promptly as we could desire, and amateur photography shows an exceedingly healthy increase over former seasons." Orly Ware kept a-hacking away at the check book, and I reckon the foregoing is a near relation to the truth. Over at 277 Wabash avenue is the Chicago

STORE OF THE POPE MFG. CO.

It is managed by Mr. G. B. Garden. Those initials were given him after he came to Chicago to succeed poor and lamented Billy Durrell. His initials formerly were R. D., but he has become so universally known as genial Bob, we have had to drop them. Bob has a rather ruddy complexion, with a moustache of about the same color, and an occasional ink slinger is inclined to imagine that g. b. is ordinary Chicago down town talk means grand bounce; this is particularly the case when a solicitor is energetically referred to the Boston office for an advertisement. I made Bob a present of a box of French matches with a lithograph of a pretty girl on the outside, and felt quite safe as I twiggled Vice President Ellis and Captain Ingalls of the Chicagos chatting about the chap who walked off with the former's machine, an '85 Expert the other day, under the impression that he wanted it more than Ellis did. I says, "Bob, I'm the B1. WORLD in disguise, and am dying to know just how many wheels you have sold this year, and whether or not the company are talking of raising your salary." Bob escorted me gently to the rear of the store, and in a quiet way informed me that there had been more Columbias sold in and about this city during the months of April and May than during the entire season of '86, certainly a good showing for the Columbias and a better one for Mr. Garden. He said his trade in this city was confined mostly to the Light Roadster, while the Expert was sold in large numbers in the suburbs. His trade in boats and steam launches, which he uses as an auxiliary though profitable attraction, has been good, so Bob is satisfied with Chicago as an abiding place, and having brought his family out here proposes to remain with us until he grows gray, which latter consummation is not a probable outcome of the near future. As to business generally, Bob remarked that the company reported business good in all parts of the country, "How's your wife, Conk?" I remarked as I sauntered into

A. G. SPALDING & BROS.

(Conk has recently been married.) "Oh, she's all right." "Tending to business lately?" "Should say I was. The little lady is beginning to think I have more interest in bicycles than her." "About right, isn't she?" and Conk slugged a suspended air bag as an answer. As to business, he said that the Victor was getting very popular among the riders here, and he had sold many more than they expected when they took the agency. He was especially pleased at the way the Victor trike was selling. Of the old stock of Spalding's, Premiers, Humbers and Kangaroos, he said there were but sixteen left, and these would soon go at the prices they were marked down to. Conk said they were perfectly satisfied with the

way the youth's Premier was selling, and seemed so contented and tranquil that I almost concluded to make up a nice little story about the Apollo, and save myself the trouble of walking over to Dearborn street to take a look at it. Still an old-time regard for Billy Everett conquered, and I concluded to

CALL UPON R. G. SURBRIDGE,

his representative here, who has a neat little store, packed full of Singers, with an occasional second-hand machine, held by an A. W. Gump bicycle rack. Surbridge gave me the same old song and dance, so you see, Mr. Editor, the retail business in the *Garden* (?) City is way up in G., and the goose is suspended at a high attitude. At the

GORMULLY & JEFFERY MFG. CO.

I feel entirely at home, so I made a little visit to North Franklin street, and was lucky enough to find Mr. Gormully in his office, and ready to talk as much as I wanted him to. The bustle about this establishment is convincing evidence to any one that they are doing a wonderful business, I, therefore, didn't ask how trade was. In response to my query as to whether or not there was anything new, he said, "nothing special, excepting we have put in a very complete leather department, and are now making on the premises, the Cobblestone, Wonder, Lillibridge, and Duryea saddles. We also make all the leather sundries we handle, such as belts, tool bags, pouches, etc. We went into this because we found it almost impossible to get these goods made out of as good material as we contracted for, and by buying the stock ourselves, we know what we are guaranteeing." "What's new in litigatory matters, Mr. Gormully?" "Nothing," he said. "I told the Easterners when they forced me to fight, that I would do so in the courts, and would not burden the readers of the cycling press with particulars. We are going along in the even tenor of our way, and doing a legitimate and honorable manufacturing business." I have given you a pretty long story, Mr. Editor but it doesn't come but once a year, you know. VERAX.

A REMARKABLE ACCOUNT OF A REMARKABLE PICNIC.

WE had already written a very prosaic and matter-of-fact account of the Boston Club picnic, but the following having been handed in we consigned our common places to the W. B. and gave the precedent to this graphic account. Evidently "The Kid" has been reading the reports of the Queen's Jubilee procession in London, as the florid style in both instances are identical, hence the coloring in this description. Thus he writes:

One of the delightfully unique little "outings" in the shape of a picnic for which the Bostons are famous was carried out most successfully by Capt. Whitney and some forty members on Sunday last. About 10 A. M. the idle wanderer in passing "Trinity" would unquestionably have had his attention directed to the mammoth packages (which from the tender care bestowed on their handling bespoke their contents as delectable morsels), being piled upon a glittering equipage, which

HARNESSED TO TWO MILK WHITE STEEDS,

proudly pawing with fretful hoof, and chafing spiritedly at their bearing reins, proclaimed to all, their impatience to be on the way.

At 10.25 to slow music, a small, chubby, happy looking little man, whose jaws were evidently chewing "Climax plug" on contract, was seen to emerge with the stealthy tread of a wily commander, from the rear entrance of the palatial club house. Under his arm he tenderly carried a full sized patent back action, with adjustable tire, 48-inch bicycle, which he proceeded in the graceful manner characteristic of all his actions to mount and ride. Following this good captain of the faithful, might have been seen, (at least when the sun was strong and shadows clearly defined)—two dignified portly (all very fine and large) individuals. Above the auburn locks of the larger might have been discovered a glittering gold band, which in deference to his oriental birth was surmounted in graceful coils by the mystic legend, CHIEF CONSUL. Carefully adjusting the wires which were ingeniously concealed in a remarkably

TIGHT-FITTING SUIT OF INDESCRIBABLES, AND WHICH

produced the necessary force to propel the 68-inch rear driver he bestrode, and humming an air from an original opera, the work of a distinguished composer, and known as "Moverin, Moverin," he executed a graceful movement and was lost to sight in the shadow of the corner lamp post.

His companion whose eagle eye had allowed nothing to escape, reached pensively for the watch chain of an interested spectator, and mounting with a double-shuffle movement his non-convertible automatic back action gold bearing safety of mammoth proportions he unfolded a quaint manuscript taken from the recessed ceiling of

his especially constructed "Mackanaw," he hummed the well-known air from the "Stabat Mater" of

"As an office boy I served a term,
As apprentice to an attorney's firm,
I served my writs and thought it fun,
And now I'm attorney for the So. Boston."

With a quick side motion he followed his predecessor, and was in turn followed by the rank and file of the establishment. Perhaps one of the most interesting features of the start out was

THE JUBILEE WHEEL,

upon which was seated in state, the penetrating Howard, the amorous Edmunds, immediately behind whom was perched, as though on gossamer wings, the sylph-like form of the late Captain of this gallant band. With true regard for the dignity of the occasion, the crew had perched on the dicky seat behind, a footman, yclept happy Jack, whose folded arms and motionless legs, won the admiration of the countless hordes of reverential admirers, who, with uncovered heads, watched the procession sweep on. A cheer broke forth from the beauties, who, looking coyly from the windows of the surrounding mansions, saw a pale, delicate youth sporting a red and black toga of wordrous cost and beauty, reclining upon the silken cushions of the club ambulance. As the stalwart henchman lifted him into the saddle of his solid cast-iron chariot, and with a muttered demand for "backsheesh," pushed him on, all heads were bowed, and instinctively the band struck up "What is its name?" The procession being formed in deference to popular clamor, in front of Gov. Ames' residence, in deference to the same authority, given by a gruff guardian of the peace, it "moved on" majestically to Riverside. It was arranged that at stated intervals the cavalcade should rest, in order to gratify the desire of the inhabitants of the country travelled, to view the parade, and much wonder and

ADMIRATION WAS PRODUCED BY THE STRANGE NOBLEMAN

on the safety machine. An incident of the outward journey, was the gymnastic feats of our "Wheeler," who, exchanging his docile steed for one of foreign breed, swept with grace the National pike. Eight gondolas, one catamaran, and one canal boat for commissary use, made up the fleet which conveyed the mighty (dry) host to Lilly Point Grove, and loud and deep were the love-lorn speeches of Edmunds, as luscious maids passed in flower covered vessels, and ever and anon requested the name of his hatter. Landed on *terra firma*, how can mortal recapitulate the wonders prepared for the amusement of those assembled.

THE SOOTHING BASE BALL,

the attractive mud hole into which the unwary were innocently decoyed, the soul-stirring fly tickler, and the grand dog fight between "Rick Booms" and Kindall's pup. Whilst all were excitedly bathing in the soothing amusements, and listening to the click of small ivory discs, which valued at various fabulous sums passed mysteriously from hand to hand of a merry quartette; the ear was saluted by the club war-cry of "Lunch," and like valiant warriors each man gathered his weapons, a knife, fork, plate, and bottle. In the excitement, Chon Jadwick and F. Bord, (mighty men in halls of state), absent-mindedly grasped four bottles each, forgetful of knife, fork, and plate. As this was considered an infraction of the laws of the community, after some little talk, they were induced to accept the regular amount, and again reigned quiet. The banquet concluded, the club sage, in melodious accents,

PROPOSED HIS OWN HEALTH,

and proceeded to drink it. This laudable example was followed by each man, though truth compels the voracious chronicler of these events to enter his protest against one Jones, who insisted in drinking his own health in the boy Child's beer. The pageant on the return, was even more magnificent than the run out. The castle being reached by the very merry party, in time to attend evening services at "Vercelli's," though a small clique of dissenters preferred the more ascetic service of "Hawthorn." Thus ended a great and good time, and Whitney is seven dollars out. "Kid."

NOTES.

The leg-action of Mr. Jo S. Dean was universally commented on by dog fanciers.

The head gear of J. R. Tombs was much admired by theatre goers.

Dr. Kendall thinks Kennedy-Child's leg is not as stiff as it might be.

The dignified manner in which V. P. Hayes cuts wood, adds a new charm to cycling.

Mr. Wheeler of the Bostons, wishes it understood that his hair was cut close solely at his personal cost and desire. *Verb sap.*

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

CAPT. PECK and Lieut. Burr, of the Massachusetts Club, started yesterday on their trip to Baltimore and Washington. They will wheel to Providence, and there take the train for New London, thence boat to Greenpoint, R. I., and wheel from there to New York. Their headquarters in New York will be the Astor, and they will leave N. Y. Wednesday noon for Newark, pass the night there, and then start, via the Oranges, to Plainfield, and continue on to Somerville, where the night will be spent. The next morning they will wheel eighteen miles to Hopewell for dinner, and then fifteen more miles to Trenton. Here they will pass the night, and receive the hospitality of the Trenton club. A ride of twenty-one miles the next morning will bring them to Philadelphia, where a day and a half will be passed. Then they will wheel to Wilmington, Del., distant forty-eight miles. The train will be taken from there to Washington, where two days will be spent under the care of Capt. Seeley of the Capital club, who will show them all the sights. Returning by train, a day and a half will be passed in Baltimore, and then the steamer will be taken for Boston, stopping one day at Norfolk.

We are in receipt of the following letter from Mr. Moses Sheriff, which will explain itself; "Having accomplished a trip which I think has not been done by any wheelman in New England, viz., from Boston to Manchester, N. H., without a dismount, in seven and one-half hours. I do not claim the above as to time, but to the fact without a dismount. If any person knows the condition of the roads, the above will be apparent, and I claim the above as a record. I was accompanied by Mr. C. H. Fish of this city. As to the condition of the roads, I can refer to inquiries to Messrs. Sanger and Kimball of the Somerville Club."

H. C. GALLAGHER of Milton, writes regarding a dangerous stone slab in the roadway of the bridge over the Neponset river, at the foot of Dorchester and Milton hills. He says that the slab is directly in the middle of the street, and will tumble a rider every time he happens to strike it. A great many wheelmen coast these hills, and it would be well for them to heed this warning. Neither side of the road is particularly good, and if the middle of the road be taken, a bad fall is pretty sure to result.

We thing Hal Greenwood will refuse to race Percy Stone. Our letter from Phoenix this week intimates that Hal is over anxious in regard to his amateur standing. He has appealed to the L. A. W. as to how he will stand in the event of his racing under the proposed conditions.

THE Clarksville cup won by Bob Neilson, will, no doubt, be on exhibition very soon at No. 182 Columbus avenue, the Overman store. We will notify our readers when this will be, as the sight of it will be well worth a trip up town to Boston men.

GEO. NASH, the fancy rider, has been astonishing Providence people by riding down eighteen steps from the City Hall to the street. He does this wonderful feat on a single wheel, sans every thing except the pedals.

ANOTHER testimonial of esteem and regard with which Mr. Ducker is held by his late comrades in the Springfield Printing Co.'s office, came in the shape of a pleasant letter and a chain and charm worth \$100.

NEILSON and Rhodes are at Lynn having an eye on the records against time. Crocker is also there, and will keep in form for anything that may turn up for him to do.

THE residents of Marthas Vineyard have subscribed \$500 towards defraying the expenses of the expected visit of the Massachusetts Division of the L. A. W., to take place in August.

SINCE the Eastern Road race, the Dorchester club have been recruiting and now have some very fast road men among their number. They say that trophy will stay with them next winter sure.

Do not forget that if you are in want of a fine pair of riding shoes that Normann & Bennett make one of the finest shoes ever offered the public. See advt.

RHODES states that if his challenge is accepted he will choose the Clarksville course, and July 10th as the time.

GENTLEMEN in need of the best quality of footwear will do well to give Small Bros. a call. Their goods are of the finest. See advt.

J. O. BLAKE's personal mount is a Victor bicycle.

SPRINGFIELD ROADSTER.

(Yost & McCune Patent.)

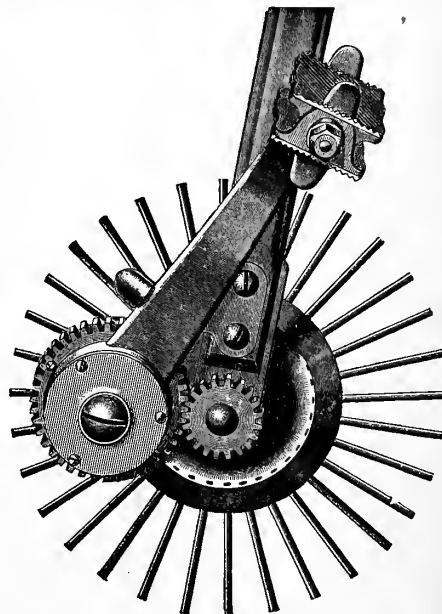
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Perfect Control of Large Wheel.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches. The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

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"TEN THOUS. MILES on a BI." is now for sale in Boston at 79 Franklin st., 509 Tremont st., 107 Washington st., and at depositories in 160 other towns, whereof a list will be sent free (together with descriptive pamphlets of 48 pp., giving specimens of the 75 pp. of indexes and the \$33 pp. of main text), on postal card application to the publisher, "KARL KRON, at the University Building, New York City, D." League members may also apply to him for copies, to be sent "on approval," prepaid, and to be either bought at \$2 or returned at a cost of 17c. for postage. There are 675,000 words in the book's 908 pages, whose binding is dark blue muslin, with gilded top. Cash orders at \$2 should be sent to the manufacturers, SPRINGFIELD PRINTING CO., Springfield, Mass. Subscribers outside the depository towns, who may wish to avail themselves of the half-price offered in \$4 (for a 300 paged book of 75,000 words), should remit \$1.20 to K. K. at N. Y. not later than Aug. 1.

FOR SALE.—58-inch British Challenge Roadster; ball-bearings both wheels, ball pedals; bent handle bar; Nash's handles; first-rate condition; painted, with part nickel. Address HOWARD G. HODGKINS, 77 Montgomery St., Boston.

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FOR SALE.—My 53-in. Columbia Light Roadster, '87 pattern, nearly new; enamel finish; ball pedals; Kirk saddle. F. ALCOTT PRATT, 3 Somerset St., Boston.

FOR SALE.—New Humber 56-inch racer, twenty-two pounds. will accept first reasonable offer. Address, H. M. P., 218 Bay street, Jersey City, N. J.

FOR SALE.—52 in. Victor, balls all round. In excellent condition. With or without cyclometer. Address D. W. N., No. 30 Summer St., Boston.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE.—One 59-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, O.

BICYCLES AND TRICYCLES wanted, to supply our large demand for second-hand wheels; fair prices paid for same. I. P. LORD & CO., 48 Union st., Boston.

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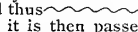
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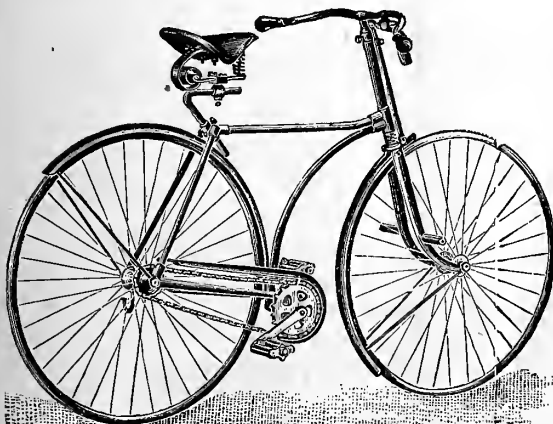
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PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus . It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire a little heat will therefore be necessary.

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Easy to Ride.

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Otto Tire.

A FINE LOT

—OF—

SECOND HANDS

—AT—

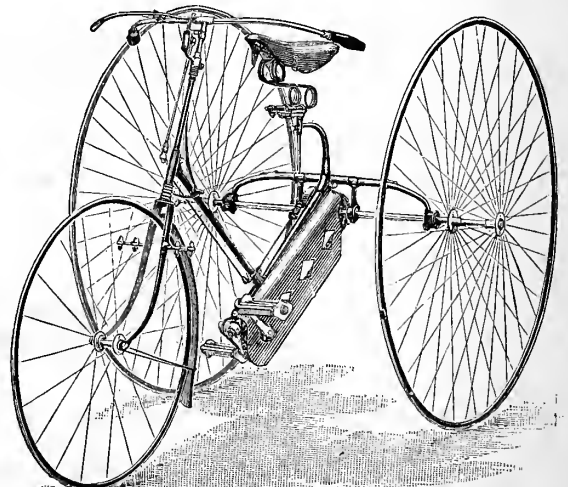
VERY LOW PRICES,

Bicycles,
Tricycles,

—AND—

Safeties.

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For Ladies and Light Weight Gents. Light and well made.
Four Bearing Axles. Otto Tire.

W. B. EVERETT & CO., Sole U. S. Agents, 6 and 8 Berkeley Street, Boston.

IMPORTANT NOTICE.

To some it will be PATENT, to others a surprise, to learn that D. ROGERS & CO. propose relinquishing the sole agency for the CUNARD CYCLES as soon as the orders in hand are delivered, **in consequence of numerous complaints.**

Whilst the design and general features of these wheels have made themselves so manifest to the public,

THE WORKMANSHIP

has unfortunately called for much comment from patrons, tending to proclaim that for scrupulous riders

The Cunard Cycles are Useless !!

which statement is endorsed by prominent wheelmen. D. R. & CO. are very sorry to advertise their resignation of this agency, but the overwhelming complaints make them desirous of handling wheels calculated to give greater satisfaction.

Such influential men as T. J. Kirkpatrick (who has discovered the errors since he gave the testimonial), W. H. DeGraaf (President Harlem Wheelmen, N. Y.), D. C. Ball (Missouri Wheelmen), W. W. Chester (Elizabeth Wheelmen), among others, have been caused much annoyance, and goods ordered months ago are not yet to hand. The POPE MFG. CO., OVERMAN WHEEL CO. and STODDARD, LOVERING & CO. threaten proceedings for infringement of patents, and all these circumstances combined compel D. R. & CO. to take steps to supply the public with

Sound Domestic and Imported Machines.

The CUNARD CYCLE CO. in England utterly ignore the American trade; therefore D. ROGERS & CO. have pleasure in stating that they have made arrangements to carry a full line of

American Cycles,

which for convenience in getting the PARTS and PROMPT delivery, as well as their advantageous construction, make them most desirable mounts.

D. ROGERS & CO., - - 75 Clinton Avenue, Newark, N. J.

 **Full particulars next issue.**

VICTORIOUS QUADRANT!

The First Conqueror of Weatheroak again Demonstrates Its Superiority.

In the greatest hill climbing contest the world ever saw, held at Weatheroak Hill, England, May 21, participated in by the best hill climbers in England, employed solely to beat the QUADRANT, the following is the result:

MACHINE.	RIDER.	TIME.
1 Quadrant Tricycle,	Frank Moore,	1.27 3-5
2 Quadrant Tricycle,	A. J. Wilson,	1.30 2-5
3 Dromedary Safety Bicycle,	J. Moore,	1.36 4-5
4 Humber Crippler,	M. D. Rucker,	1.42
5 Humber Safety Bicycle,	W. Terry,	1.42
6 Quadrant Tricycle,	H. G. Priest,	1.43
7 Humber Safety Bicycle,	S. C. Stephenson,	1.54 4-5
8 Humber Safety Bicycle,	W. Allen,	2.17 4-5
9, 10, 11, 12, did not succeed in getting up.		

Mr. Alfred Bird, who had previously climbed this hill four times on a Quadrant, rode another make of machine in this contest, AND FAILED TO REACH THE SUMMIT, an uncontested proof of the superiority of the Quadrant.

In connection with the above may be taken the fact that the Quadrant holds all Tricycle road records in the United States from 50 to 100 miles (made in the mud on Clarksville's hilly roads), and the world's 1 mile road record of 2 min. 38 sec. as a proof of its easy running.

SINGLES AND TANDEMS NOW READY FOR DELIVERY.

**SAMUEL T. CLARK & CO., Sole Importers,
2 AND 4 HANOVER STREET,
Baltimore, Md.**

Send for Illustrated Catalog.

About Columbias.

American Athletic Club, New York,

Saturday, June 25, 1887.

2 Mile Handicap won on a
COLUMBIA LIGHT ROADSTER.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * *

R. I. Div. L. A. W.
25 Mile Road Race,
Saturday, June 25, 1887.

Won by M. Turner on a
COLUMBIA LIGHT ROADSTER.

Boston Daily Globe.

MONDAY, JUNE 27, 1887.

Rhode Island Wheelmen.

PROVIDENCE, R. I., June 26. The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner of Warren came in first. Time, 1 hour 42 minutes 5 seconds. L. A. Dawson of Pawtucket second, C. M. Morse of Pawtucket third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

STARTERS.	Actual time	Minutes' start.	Position.
H. R. Winship.....	1:12:55	8 1-2	1
C. H. Seig.....	1:16:45	11	2
W. J. Maas.....	1:17:3	11 1-4	3
T. F. Palmer.....	1:17:51	9 1-2	4
H. Mangle.....	1:18:23	11	5
W. M. Cook.....	1:18:55	8 1-2	6
F. E. Spooner.....	1:11:43	11 1-4	7
C. B. Pierce.....	1:17:30	6 1-4	8
R. E. Schmidt.....	1:18:50	9 1-2	9
H. L. Wheeler.....	1:15:32	14	10
Martin Bowbeen.....	1:18:55	6	11
F. T. Harmon.....	1:19:47	6 1-4	12
T. M. Crennon.....	1:20:00	5	13
B. B. Ayres.....	1:11:7	6 3-4	14
M. D. Wilber.....	1:10:43	6 1-4	15
W. D. Buckley.....	1:14:00	9 1-2	16
W. A. Davis.....	1:12:5	6 1-4	17
Frank Riggs.....	1:16:23	10 1-2	18
H. L. Fulton.....	1:18:20	11	19
R. A. Ehler.....	1:18:30	*	20

* Scratch.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. * * * * * The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. * * * * * Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.—*Bicycling World*, June 17 1887.

Starters.	Machine Ridden.	Position at finish.
L. A. Miller, 54-in.	Columbia Light Roadster.	1st
Wm. Harding, 52-in.	Columbia Light Roadster,	2d
E. A. Deblois, 52-in.	Columbia Light Roadster,	3d
F. L. Damery, 51-in.	Columbia Light Roadster,	4th
Ludwig Forster, 54-in.	Victor,	5th
S. J. Mills, 53-in.	Expert Columbia.	Did not finish.

Kings County Wheelmen.

6th Annual Meet,

Saturday, June 25, '87.

8'out of 10 Races won on
Columbias, viz:

1 mile novice, 2 mile handicap, relay race, 1-2 mile boys', 1 mile championship, Ilderan Club, 1 mile handicap, 5 mile State championship, 1 mile consolation.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster....
2	Columbia Light Roadster....
3	Columbia Light Roadster....
4	Victor.....
5	Columbia Light Roadster....
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster....
9	Columbia Light Roadster....
10	Expert Columbia.....
11	Champion.....
12	Columbia Light Roadster....
13	Columbia Light Roadster....
14	Columbia Light Roadster....
15	Columbia Light Roadster....
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion.....

POPE MFG. CO.
COLUMBIA BICYCLES
And Tricycles.
Boston, New York, Chicago
Catalogue sent free.



BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.
5 cents a copy.

BOSTON, 8 JULY, 1887.

Volume XV.
Number 10.

CLARKSVILLE

TWO VICTORS RIDDEN
TAKING 1ST AND 2^D PLACES

ONE VICTOR ENTERED
DISTANCING
ALL COMPETITORS AT

CRAWFORDSVILLE

C.W.R.

THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

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A few more copies of "Cycledom" left.

Send us 50 cts. for one copy before they are all gone. BICYCLING WORLD CO.

JOHN HARRIOTT,
MEDALS and BADGES,

Also BICYCLE CLUB PINS OF EVERY
DESCRIPTION. DESIGNS ON
APPLICATION.

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STEEL BALLS
FOR ANTI-FRICTION BEARINGS.
—OF BEST CAST STEEL.—

HARDENED, GROUND AND BURNISHED.
3-16 to 3 diam. Samples and Prices on application.
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FITCHBURG, MASS.

E. H. WILCOX.

W. L. SURPRISE.

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State Agents for the

AMERICAN CYCLES.

Second-hand wheels bought, sold and exchanged.

SPRINGFIELD ROADSTER.

(Yost & McCune Patent.)

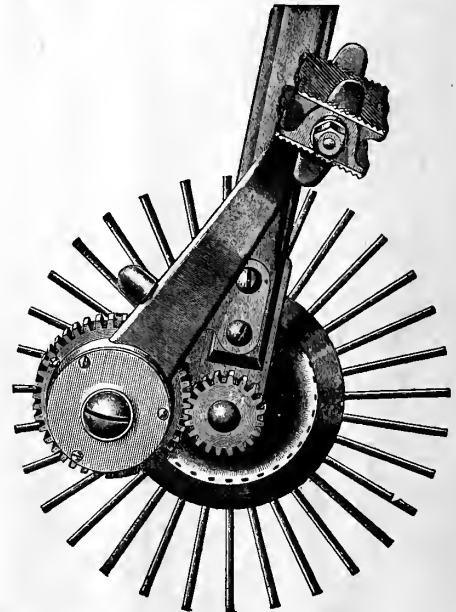
LONG DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.

The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the
Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



Light Running. Fish Adjustable Saddle.
Known to be the Best.

—Do not fail to examine before purchasing.—



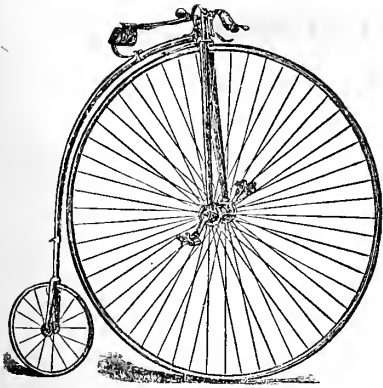
Perfect Control of Large Wheel.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches. The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

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141 Washington St., cor. Cornhill and Brattle Streets, or **SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.**



FOR THE SEASON 1887.

The Centaur Bicycle

A Thoroughly Built
A Highly Finished
A Modern Constructed

The Juvenile Apollo, the Youth's Apollo, and Acme Bicycles.

A WORD TO AGENTS.

We are ready to place our agencies with responsible parties (where we may not now be represented), and to that end invite correspondence. Send for catalogue and prices.

ST. NICHOLAS TOY CO.

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Wholesale and Retail Salesroom, 36 Madison St., Chicago

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A MONTHLY MAGAZINE OF 32 PAGES, 9 x 12, AND COLORED COVER, DEVOTED TO THE INTERESTS OF WHEELING. PRICE 50 CENTS PER YEAR, POST-PAID. SEND FOR A SAMPLE COPY, WHICH WILL BE MAILED YOU FREE. ALSO AN 8-PAGE ILLUSTRATED LIST OF VALUABLE CYCLING ACCESSORIES, COMPRISING EVERY LITTLE REQUISITE THAT ADDS TO THE COMFORT OF THE CYCLER. THESE ACCESSORIES WE OFFER FREE TO EVERY WHEELMAN ON CERTAIN CONDITIONS NAMED IN THE CIRCULAR. SEND FOR SAMPLE COPY AND PREMIUM LIST. IT WILL COST YOU NOTHING—ONLY A POSTAL CARD. ADDRESS

THE
WHEELMAN'S GAZETTE,
SPRINGFIELD, MASS.

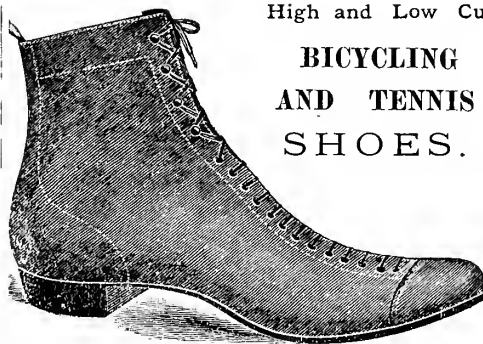
The Lucidograph

will give the greatest amount of satisfaction to the photographer seeking enjoyment with the Camera because it combines all the desirable qualities. Specially designed for Cyclists.

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HAVE NO EQUAL

THEY CANNOT BE SOLD IN COMPETITION WITH OTHER MAKES NONE OF WHICH POSSESS HALF THE ADVANTAGES

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AND TENNIS
SHOES.

NORMAN & BENNETT,

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Manufacturers of SPORTING SHOES

Ask your Dealer for these Shoes and take no other.

JERSEY-FITTING, SELF-SUPPORTING BICYCLE STOCKING.

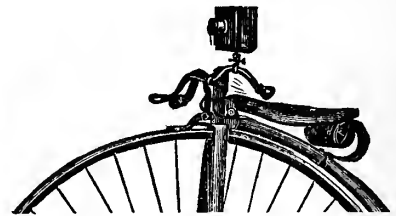
The attention of the wheelmen and the trade is kindly called to our new Self-Supporting Stocking, for which we have obtained Letters Patent June 14, 1887. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better made or better fitting stocking in the market. The part above the stocking for holding it in position is made of cotton or wool, thin or heavy, as may be desired, and comes up and fastens around the waist, same as tights, and holds the stockings where they belong.

Any infringement will be prosecuted to the full extent of the law. Price, \$2.25; without double heel and toes, \$2.00; or stockings without supporters, \$1.50. Send us your order for either of these, with color, size of foot, and length from bottom of foot to waist, and post office order for amount, and we will send same by mail or express to any part of the country; and if you do not find them satisfactory, return them, and we will return amount paid for them. Address,

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Weight, only 12 ounces,
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THE CONCEALED CAMERA, \$15.00.
Detective Cameras, Tourists' Cameras, Amateur Photographers' Supplies.

CATALOGUES FREE.

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THE STRONGEST KNOWN Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha. Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

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HOSE SUPPORTER.

65c. per Pair.

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ORATON HALL,

Newark, N. J.

For anything in the

Cycling Line.

Bicycles and Tricycles 1886.

NOW RECEIVED.

Price, 50 Cents.

New England Headquarters for

GORMULLY & JEFFERY MFG. CO'S.

Celebrated

AMERICAN WHEELS,
MURRAY'S, 100 Sudbury St.
BOSTON.



Send for Catalogue, or call, it will pay you. Repairs of all kinds one at lowest rates; Machines bought, sold or exchanged; large stock of Parts and Sundries always on hand; old wheels taken in exchange for new ones; Boy's Ideals at special prices; large riding school, lessons free. When you buy, remember the AMERICAN WHEELS ARE THE BEST.

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Manufacturers and Importers of

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Sole proprietors of the Patent Satchel Detective, Fairy, Novel, and Bicycle Cameras, and sole agents for the Celebrated Dallmeyer Lenses. Amateur Outfits in great variety from \$9.00 upward. Send for Catalogue or call and examine.

More than Forty Years
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SMALL BROTHERS,

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Fine Boots and Shoes, for Party, House, Street, Beach or Tennis wear. Gentlemen wanting the finest and most elegant articles in any kind of foot wear will do well to call at

No. 371 Washington street, Boston.

Townsend Saddle

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

Price, \$6.00.



Spade Handles.

More comfortable. Great power. in hill climbing. Perfectly adjustable and detachable.

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Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

To be happy you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our Agents.

STODDARD, LOVERING & CO., - - 152 Congress Street, Boston, Mass.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 8 JULY, 1887.

ROWE clearly made a mistake in refusing to start in the races at Lynn on the Fourth. It is not championship form to refuse to accept handicapper's starts, and the hisses of his own towns-people should convince Mr. Rowe that even his popularity will not permit of trifling.

BASSETT expresses the official opinion that the League will continue to ignore road racing, and let the amateur and the "pro." race with each other as much as they please on the highway. An Englishman and a strong advocate of strict amateurism, writes us as follows: "There is only one expression that fits Mr. Bassett's ruling re-road races, and that is 'd—d nonsense.'" So we say, and so every one says who believes at all in consistency.

THE L. A. W. Pointer says that nickel plating is rapidly taking the place of enamel. This may be true of the cycling fledglings of Oskosh, but we of the effete East, who went through the nickel craze some seven or eight years ago, still stick to the practical enamel and leave shining plate to butterfly riders, dudes and mashers. Of course we except Karl Kron, who is one of the few hardy road riders who risks his reputation on a nickeled wheel.

QUITE a comprehensive effusion by Mr. G. R. Bidwell of New York, has gone the rounds of the daily press, and duly appeared in the *Boston Herald* of Sunday last. Whilst we can commend the subject matter unhesitatingly as practical, and likely to be of use in educating-public opinion, we must enter our unqualified protest against the wierd, wild and horrible cuts which are plentifully interspersed through the article. Must our cry for a decent cycle engraver go up to Heaven unheard, forever?

FROM the *Philadelphia Times* we learn that West Jersey is badly infested with "road hogs" of the worst stripe, and the League is called upon to take a hand in their extermination. It is said that one Coles, a tavern keeper, by the way, has rendered himself particularly obnoxious. It would seem that when the identity of the violator of the rights of others is known, it would be an easy matter for the League to step in and make a salutary example. So long as wheelmen are not more unreasonable in their demands, than to ask the protection the League promises, they should be gratified.

WE are informed that the L. A. W. has condescended to re-instate as an amateur, Thomas Stevens, and the BICYCLING WORLD is ready with its congratulations to the League upon this evidence of a desire upon the part of the Racing Board to act equitably and fair. Thomas Stevens has done so much in the way of practical work for the furtherance of the wheel that any society would be made greater and brighter by his membership, and it can only be purists of the ultra type who would suggest that the alleged "pro." race in which Stevens took part should be brought in evidence now.

WITH every respect for all the contestants in cycling patent litigation, it is highly amusing to us, as it must be to every one else, to note the anxiety of each party to throw the responsibility of any postponement on the other side. Every one knows that lawyers proverbially put off everything, and that the parties themselves, have very little to say about the disposition of hearings. It is no evidence of weakness in a case, that one side or the other is not ready, and yet one would think from the action of litigants, that a postponement was a final decree on the merits. It is the lawyers. They are the dilatory creatures that cause these postponements, and stir up the fellows that pay the bills.

A HURRIED DEPARTURE.

THE CUNARD AGENTS IN TROUBLE.

We learn that D. Rogers & Co., agents for the Cunard cycles, left Newark, N. J., on Friday, June 24th, without the ceremony of bidding numerous creditors good bye. It seems to be that the firm have left these shores for the more salubrious climate of Europe, leaving many people who would like to be able to receipt certain bills now due from D. Rogers & Co. Although the firm was exceedingly liberal advertisers in the press, their business was not profitable and their stock of machines meagre. The members of the firm were popular and were enabled to borrow small sums of money which, together with advertising and other bills, bring its liabilities up to several thousand dollars, with assets next to nothing. Among the creditors were Herbert Knight who has a chattel mortgage on their stock for \$500; J. C. Pierson, their landlord, for \$17 for one month's rent; Mr. W. F. Bell, \$200; advertising bills amounting to about \$3,000, and numerous smaller creditors.

WOODSIDE cut the two-mile English professional record down to 5m. 32.4-5s., at Coventry, Eng., June 14, but Howell lowered it to 5m. 27s., June 17, at Wolverhampton.

MR. WALCOTT of Kansas City, distinguished himself the other day, by taking a header down a thirty-foot bank. The report of this phenomenal feat gives it that not a bone was broken or a spoke started.

THE following are the officers of the re-organized Massachusetts Bicycle Club, unanimously elected July 5; President, S. S. Slocum; Secretary, W. M. Farrington; Treasurer, William H. Minot; Executive Committee, J. E. Tippet, A. Douglas Salkeld; Membership Committee, E. Herbert Whitney, (chairman), Robert G. Amory, Alonzo D. Peck, Jr., H. W. Cumner, Fred W. Hill.

THE Queens Amateur Athletic Association bicycle and tricycle races came off at Queens, L. I., July 4, in the presence of the largest crowd ever on the grounds.

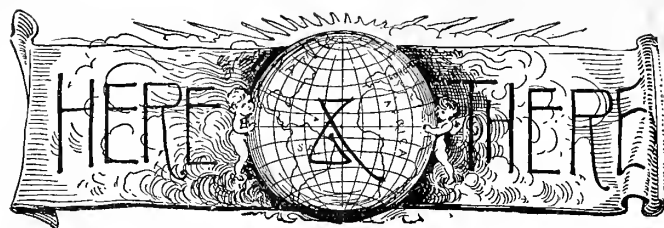
One-mile bicycle, for Queens men only—Charles L. Mitchell, 1; R. A. Kissam, 2; time, 3.46.

One-mile bicycle, for residents of the towns of Jamaica and Hempstead—Newton F. Waters, B. B. C., 1; R. A. Kissam, Q. A. A. A., 2; Edward Self, Bellmore, 3; time, 3.43.

One-mile tricycle, open to all—G. A. S. Wieners, L. A. W., 1; time, 4.36 (a walk-over).

Two-mile bicycle, open to all, (handicap)—G. E. Todd, B. B. C., 80 yards, 1; W. H. Meeker, B. B. C., 100 yards, 2; N. F. Waters, B. B. C., 80 yards, 3; O. W. Emanuel, L. A. W., 120 yards, 4; time, 7.07.

Joseph W. Whitson, Mercury W. C. (scratch); F. B. Hawkins, B. B. C. (30 yards); G. A. S. Wieners, L. A. W. (100 yards); and O. B. Coombs, Jr., Queens (200 yards), were entered, but did not compete. Mr. G. A. S. Wieners' bicycle was unfortunately broken on the track previous to the race, and no wheel on the grounds being large enough for him, he could not score.



NOTES BY

"LONDON, IV."

FOR a couple of weeks I have neglected, through press of other business, to furnish my customary batch of notes. As I fail to see how the readers of the BICYCLING WORLD have in any way suffered from my failure so to do, I should continue to remain unheard and unread if it were not that the business office decidedly objects to paying me for the privilege of having my name appear on the title page of this paper.

I RAN down to Lynn last Friday with Kennedy-Child to see the match race between lever-pusher McCurdy and Champion Rowe. The three hundred yard handicap in three miles proved too much for the Columbia man, and McCurdy won easily with fifty yards to spare. From the many expressions that reached my ears I should say the race was not free from suspicion. In fact Rowe did not seem to exert himself as I have seen him, and the time does not warrant the opinion that he was doing all he knew. It is too bad that our erstwhile amateurs should have so soon given rise to the feeling that they were "faking." At all events the champion was not riding honestly, or else the Rowe of '87 is not the Rowe of '86.

SPEAKING of "Champions," I think the list of entries for the Jubilee Tournament is very interesting reading for those who continue to imbibe the air of these shores. From *Wheeling* I learn that W. M. Woodside, champion of America; W. J. Morgan, champion of America, and R. Temple, champion of America, will all compete in the "International Championship of America," whatever that may be.

THE number of champions America has suddenly become possessed of, and such champions, should make the eagle scream, or else hide its head under its wing at the easy acquisition of an apparently unmeaning title. I am sure that we on this side have not been unwilling that an Irishman, a Welshman, and a very clever trick rider, who never raced here that anyone knows of, should represent themselves as the "American Team," but when each and everyone arrogates to himself the title of champion without having won it, I feel like advertising myself as the champion of South Boston, to be in the swim. Still no harm is done, as we all know the vanity of professional cyclists, and how easily pleased they are with any title, deserved or not. I only know of one American champion, and that is Rowe, unless I except Dan Canary, who competed for, and won the title of American champion trick rider.

RHODES' challenge to Whittaker does not reflect much credit upon the maker. Its language was not at all sportsman-like, nor does it bear the slightest evidence of good faith. It is but evidence of how low down maker's amateurism has come, when the ownership of a man is paraded boldly in the public press. If the challenge had been by the Overman Wheel Co. to the Gormully & Jeffery Mfg. Co., it would have expressed more truly the object of it.

THE location of a League championship in California, is a very nice sop to throw to the far West, but how unmeaning a title won in a race there will be. Any way the matter can be fixed, a League championship can have no national significance, but as long as the League indulges in such silly freaks, would it not be well if the Racing Board located them where the most representative list of entries could be obtained?

By the way, who is the new chairman of the Racing Board? He was apparently a nonentity in the cycling world until given the important post he now holds. I very often differed with Mr. Bassett on questions of policy, but the Secretary-editor from a somewhat lengthy connection with the cycling press had become knowing and well posted. But J. H. Cooley, so far as I can ascertain, has never done anything and has no qualification to entitle him to so important a place as chairman of the Racing Board. Several prominent League men explain his appointment by saying that "New Jersey had to have some place given it, don't you know." However, racing, that is path racing, is so awfully quiet, that there is not much for Racing Board to do, so perhaps Mr. Cooley will answer as well as any one.

THE time is coming when something will have to be done to regulate road racing, or the civil authorities will step in and regulate the matter, to the serious detriment of cycling generally. The League ought to recede from its position, and step in to take a hand in this matter.

NEW YORK.

"THE RAVEN."

"It never rains but it pours," and so it does seem that good luck is at last going to shine upon New York wheelmen. No sooner have we gained the freedom of Central Park, than lo and behold, we are actually going to get a street decently paved. The Commissioner of Public Works is authorized by the Mayor and Aldermen to pave the roadway of Madison avenue with asphalt, from Twenty-third to Thirty-third street, "without public advertisement and letting," which fact meaning an unlimited steal on the part of the contractors, will insure us a speedy laying of the pavement. Who knows but when the contractors have thus gorged the city treasury, that their appetites thus whetted, will not cause them to get further contracts for asphalt pavements, and in consequence, some day wheelmen may find a street in New York with a decent riding surface?

THE Harlem Wheelmen have adopted the plan of the Citizens' Club, and set a premium upon attendance at club meetings, by setting a spread after business is disposed of. This is an infallible means of getting members to be present.

A MOVEMENT is on foot to interest the Aldermen in athletic sports. In other words, we are going to try and get our City Fathers to follow the example set us by those of Boston, and appropriate a sum of money each year to buy prizes with. I am afraid it won't prove a success though, they never vote money for any body but themselves, in this town of Gotham.

WHEN the celebrated Doctor Tanner made his fast of forty days, it was his habit to procure water daily, from a spring located on the Riverside Drive, near Ninety-sixth street, he claiming that this was the purest water in New York. Dr. Tanner has long since been forgotten, and the only ones who seem to remember the spring, are the wheelmen, who quench their thirst from it whenever they pass that way.

THE "Owl" has gone on his summer migration to the seaside. It is said that he indulges in sea baths for two months each year, so as to pickle his bad jokes and puns to keep them marketable for his winter's work in cycling papers. I don't think this is so. All of his stock in trade in this line, have demonstrated by their antiquity, their ability to exist under any circumstances, and without any curative treatment on his part.

A. B. RICH met with quite a serious fall at the games of the Staten Island Athletic Club, on Saturday. The event was a two-mile handicap, with Rich at scratch, and eight other starters strung out to the 175 yard mark, where F. H. White of Manhattan Athletic, was started. Rich living on Staten Island, and at all times racing under Staten Island Athletic club colors, made a desperate effort to win, and on the final spurt came in contact with White's wheel, and both were thrown. Rich was badly cut and bruised, and White won in 6m. 6s.

CHIEF CONSUL BIDWELL issued a call for a meeting of the prominent wheelmen of New York, to take some action regarding riding in Central Park. In answer to this request about 150 club men assembled at the Citizens' Club, and adopted the following: *Resolved*:—"That the different cycling clubs of the city of New York discourage as far as it may possibly be in their power, the using of bicycles and tricycles upon the East drive of Central Park, at all hours when the same may be crowded with other vehicles." *Resolved*:—"That a committee of four be appointed by the Chief Consul of the New York Division, with power to confer with the Board of Park Commissioners of the city of New York, as to the making of suitable regulations for the use of bicycles and tricycles in Central Park." Chief Consul Bidwell, in accordance with the foregoing, appointed the following committee: I. B. Porter, Chairman of Rights and Privileges; E. J. Shriver, President New York Club; W. H. DeGraff, President Harlems; Jno. C. Gulick, President Citizens'.

THE *Sunday Sun* has a two-column illustrated article each week on some particular sport, sort of an American Badminton, as it were. This week cycling is treated of from the average newspaper view of header *ad lib.*, etc. Some of the information is decidedly new to men who have themselves for years been riders. For instance, we are informed that "if he feels his wheel tipping one way, he must move his body the other way." I would just like to see the reporter try that scheme going round a corner. Speaking of the backward

dismount, the gentleman informs us that this is a dismount all should be familiar with, and that it is accomplished by "springing out of the saddle backward, and falling on his feet behind the wheel, *keeping hold of the bars*." If the writer of the article would just try keeping hold of the bars, and thus dismounting, just once, I think after he got his leg sewed up from ripping it open on the step, and otherwise got patched together, he would not want to do any more cycling.

NOTES FROM "PEDALS."

WHAT a sarcasm it was for the *Sunday Herald* of July 3d to publish an illustrated article on the delights of cycling, when the thermometer had been in the nineties nearly a week! And what a sarcasm upon cycling these same cuts were, evidently resurrected from some print of eight or ten years ago! It is a foolish policy, and one which can work only injury to the sport, to introduce (as is the custom in most newspaper articles on cycling) a cut of a chaos of legs, arms and wheels and label it a "header." Such things are apt to give non-riders an impression that headers are a necessary accompaniment to every ride, whereas they are really an exception.

LAST week, in company with a co-member of the Suffolk Club, I made a little pilgrimage a-wheel to Lowell. Unfortunately we hit upon two of the hottest days of the season. However, despite sandy roads near Lowell, and a scorching sun both ways, we managed to enjoy ourselves by dint of long and frequent restings under trees. Our time for the distance (about thirty miles) was nine hours, and the same returning the following day. Record!

DURING these long warm summer evenings a very pleasant, but very little availed of, ride for wheelmen about the Hub, is that to the Pier in the Marine Park, City Point.

FOR Dorchester and Roxbury men it is particularly available, and the approaches thereto over Dorchester, Fourth and Fifth streets are first rate macadamized roads. Of course, it is on the regular stamping ground of the Suffolk Club, a number of whom may be found there any evening. There are cool breezes, boating and bathing in plenty, both the innocent drinkables which satisfy the ordinary wheelman, and the other kind for which the Boston Club boasts its great liking. Despite these many attractions a solitary Dorchester man or two now and then are all the wheelmen we ever see around the Point, save our own members.

WE do not doubt that those clubs who held runs in the wilting sun last Sunday enjoyed themselves; however the Suffolks quietly shelved their little basket picnic run to Spot Pond, and, I think, were none the worse for doing so.

THIS week cycling interests disappear in the smoke and roar of crackers and rockets, and taken altogether, now that the races of the 4th are over, things will be quiet until the autumn breezes wake the wheel world into life once more. It is the season of boating, bathing, tennis, hammocks, white dresses and flirtations, and is it wonderful that the wheel succumbs to this array of attractions? Surely not.

ST. LOUIS.

"PHENIX"

"WHIEW! Been through two collisions and one stock panic, and now that I am home I've been knocked out by a dish of cucumbers." It was Jack Rogers, just back from the land of beans. He wore a Roxbury badge, and looked happy—"considerin'" the cucumbers. Rogers bought an Apollo safety in Boston town, and says the Hub beats St. Louis for fun. "Coming down the Germantown yard on a Pullman train," he said, "another train tried to pass us on the same track. Result, man next to me was nearly killed and others bruised. I came through legs over—that is, over the rail, against the engine tender. This makes my seventeenth railroad accident. By the way, ask Charlie Howard how he stands on 'R. I.'"

THE gossips have been painfully excited this week about the result of Hick's application for admission to the Missouri Club. For some reason, his application was not exposed on the bulletin-board last night.

THE very latest is the rumored possibility of amalgamating the Missouri Bi. Club, Missouri American Athletic Club, the tennis clubs, and Y. M. C. A., into "one unsurpassed aggregation." When chickens swim, etc.

PRESUMABLY on good authority, it is stated that at the next meeting of the L. A. W. board, the matter of road racing will be broached, with a view of taking a vote of the membership upon a prohibiting rule. Don't see how it can be done.

AFTER much ado the Greenwood-Stone contest has been set for

next Sunday, and a gold medal will be awarded by the loser's backer, in place of a \$50 stake. Club runs are called for the De Soto road on that day. I will keep you posted.

THE Stevens Glee Club will shortly spring from the ranks of the Missouri Club, and Arthur Young's songs will bob up once more. Irvine, Klipstein and other vocal lights will compose the club. Will some one please suggest a remedy for this new evil?

THE M. B. C. has just issued the schedule of runs for July, and a note at the bottom reads: "Don't forget the Saturday afternoon runs." These Saturday spins always mean a good time, and are well attended by the more sedate (?) members. Dr. Keith has shaken my faith in "sedateness."

WHAT is the *American Wheelman* without Ladish? is now the question. It remains to be seen. His departure from cycling affairs was sprung on us suddenly, but Jack Rogers claims to have known of it three weeks ago. Like the rest of us, Ladish would persist in getting himself into a stew, but we will miss him. Rogers will act as editor for the present, and Lin Gordon will look after the finances.

KENNEDY-CHILD comes at me and says those much-abused pants he wore at the meet were *not* sawed-offs. He says: "They were correctly made knickerbockers." It is a popular fallacy to call tight-fitting breeches "knickerbockers." They are no more so than equestrian "bull-finch breeches." My apologies are thine K.-C. It is very consoling to reflect that the disreputable unmentionables first worn by me as a cyclist were "correctly made."

TO-DAY'S *Globe-Democrat* contain the most interesting of a series of New York letters, describing athletics of all kinds. To-day's two-column article is an interview with George R. Bidwell, and is the most lucid treatise on cycling, probably, which the general public has seen. Bidwell tells a thorough story of the novice's trials, and attributes serious accidents chiefly to the carelessness of the expert rider. He also said: "A rider should learn to sit upright. * * * Racing position is bad form on the road. * * * In going down hill, the safest position is legs over. * * * I formerly suffered from dyspepsia, but on taking to cycling, in 1879, it disappeared. * * * The Liberty Bell has been a complete success. * * * New York wheelmen will next year undertake the work of gradually getting the roads of this State into good condition and macadamized."

WASHINGTON.

"T. HANDLES."

THIS question of lamps and bells is creating considerable discussion, and the League and anti-League men and clubs have at last come out in their true colors; the former approving the municipal regulation, and the latter struggling to have it removed. The Cycle Club have appointed a committee of three to select the most suitable bell and lamp for use, and Chief Consul Pettengill has published a copy of the law in the *Bulletin*; while the Capital Club have appointed a committee of seven to interview the City Commissioners, and enter a vigorous protest against the enforcement of the law. Meanwhile, letters, pro and con, are being published in our daily papers—all more or less overdrawn; and the discussion goes on. I see the New Orleans boys are having a bad time with their lamp law as well, since it is not enforced on carriages, while it is upon bicycles. For one, I will be among the first to raise my voice in objection here, if, when July 26 arrives, the law is not as rigidly enforced with drivers of teams as it is upon our wheelmen. I have heard threats of making test cases, and so on, but when the time comes, I believe we will quietly knuckle under like obedient citizens, and submit to what is undoubtedly for the public good.

I UNDERSTAND several inquisitive wheelmen cornered "Doc," Barrington the other evening, criticized some of his newspaper writings rather severely, and otherwise made fun of his literary abilities, until he pointed to these letters from "T. Handles," and told them that if they wanted to see what he *could* do, there was a sample; that he was "T. Handles," and the cat was out of the bag at last. So, so, "Doc," we have found you out! There has been considerable guess-work indulged in on this score, and I all along suspected you, but now that you have confessed it, I'll know by whom to avoid being pumped in future.

WELL, the Fourth has passed, and now no more excitement for Washington until fall. The Capitals went to Norfolk, and thence to Virginia Beach, but I have not heard the particulars of their trip. Several of our racing men went to Wilkesbarre, where Crist won a mile race, and Crist and Barber a tandem race. The Cycle Club went to Mount Vernon. The moonlight excursion to be given by the latter club was held Wednesday evening; of which more anon. Mr. Harding of the Century Wheelmen, Philadelphia, and C. R. Eisenbrandt of the Cenlaurs, Baltimore, and several others from

the latter city, were here Sunday. Both our local clubs are talking of tours abroad, but what it will end in I cannot tell.

THE Rover-safety fever has struck our city bad. Numerous Star riders and not a few upright men, (I don't like to call them "Cranks,") are abandoning their mounts for the little safety, and all are enthusiastic in its praise. I remember the first practical exhibition of its meritorious qualities, was a year ago last May, when Max Hausmann finished on one among the half dozen successful followers of Bert Owen, over cobble-stones, up steep grades, down torturous ravines, through provoking gutters, and among the deceptive tin cans that cover the ash-piles in our suburbs. Bert Owen, as you must know, gives a "birthday party" every May—I think it is on the 7th—and delights in taking the boys on a run over a course that would make the stoutest heart quail. Winding up at his "Cycle-ries," (with the accent on the penult, making it "Cycleries,") he sets up a sumptuous supper in payment for the race he has led the boys, and makes them generally happy.

COLLAMER is a kicker. I heard him say the other day his League uniform had arrived, but he "wouldn't be caught dead with it on." That they had sent him pants for his grandpa of 220 averdupois, and coat for his little brother. While I don't blame him very much, I do think he ought not to object, as not a League suit I have seen yet, approximated a fit, and he is as much in fashion as any of the others. I understand many more riders are in, and predict no better luck for those who are growing gray, and tottering into their graves, waiting for them to be filled, than has befallen the others. I shall not patronize John Wannamaker's tailoring department, if I do decide to buy a uniform; and this latter is doubtful. If, in their eagerness to accept the lowest bid from a reliable house, the Uniform Committee allowed Wannamaker to agree to make League suits at a loss, I don't see what there is in it for him, and why he should care how soon the contract is terminated. Feeling this way about it, it is no more than natural the uniforms are made in a slipshod manner, without regard to the contract specifications, or the measurements sent in. There are more good tailors in the country, and why not have one before we get stuck any further?

RECORD OF THE WEEK.

A ST. LOUIS policeman conceived the idea of utilizing the tricycle as a quick means of covering his beat. With the same exertion required in walking, it was estimated he could, on a tricycle, cover his beat five times in the same time as now required to walk it.

This enlightened policeman suggested to his chief the idea and said that he would furnish the tricycle. The chief, who possesses pre-Adamic notions put a very decided quietus on the idea, and so the policeman will continue with his capacity kept down to that of one man and not increase it to five men, as would be the case if the "chief" was not a blockhead.

THE Pacific *Wheelman* comes to us lately in a rather shrunken form, a four-page commercial note size.

THE Waltham Ramblers kept open house last Monday, and many availed themselves of their kind invitation.

LONDON W. better make a note of the fact that a club in Leavenworth, Kansas, have adopted the black Jersey tights as a riding uniform.

THE Rhode Island Commissioners have met and got the bulk of the work ready for transmission to Chief Consul Hayes, of Massachusetts.

WE notice that Mr. C. C. Canny of Leavenworth, is an amateur photographer as well as a cyclist. What does the C. C. stand for, Chocolate Cream?

ALMOST every town of 25,000 inhabitants east of the Rockies had cycle races on the Fourth. We are sorry space and time forbid our reporting one tithe of these events.

RUSSELVILLE (Ind.) Rovers think that knee breeches for wear by cyclists are dudish, and so thus insist in sticking the homespun unmentionables into the tops of their long-legged boots.

W. K. COREY scooped in the cream of the prizes at the races out at Brookline, on the Fourth. In fact, he won every event he was entered for, three in number. It was a quiet corner for Kirk.

HARRY DAVIES, of Toronto, is the coming Canadian flyer. He beat Fred Foster lately for the one-mile championship of Canada, but Fred had his revenge in the ten mile and five mile races later.

WE are sorry to hear that the accident that befell Prince Wells and Sam Hollingsworth at Cheltenham Beach was more serious than first thought.

A WESTERN exchange states that Wilbur F. Knapp has challenged Rowe to a one-mile race for the world's championship. We have to go West for this interesting piece of news. If true, we admire Knapp's pluck, but question his wisdom.

OUR friend, the *Athlete*, is developing into quite a champion in the League's cause, but while patting the California Div. on the back and telling them not to talk "secession," it warns the League officers that technicalities may become monotonous.

PRIVATE advices from England speak of the possibility of Mr. Hillier's visit to this country at an early date. We sincerely wish that this may be proven true. The same authority speaks of Temple as being the fastest man in the world for one mile.

THE Cambridge club men say it is no use to follow in the tracks of the Somerville club men and expect to get anything to eat if they have dined. The Cambridge men tried it at Cobb's, and they found that hostelry cleaned out, "horse, foot and dragonous."

JULY 10th is the date set for the Greenwood-Stone De Soto race and Hal has been made happy by the fact that the Racing Board will permit him to have a go at Stone and still retain his standing in all the spotlessness of sweet and guileless amateurism.

Harper's Weekly states that Beecher prophesied some twenty years ago, that the bicycle, (then the velocipede), would be developed so as to be a practical road machine. It is stated by the same authority that the great preacher essayed to become a rider of the trike, but failed.

THE *Bulletin* questions our wisdom in printing and answering(?) that celebrated sidewalk letter. We do not think we answered it. It was a bit above our ability to answer fittingly. The letter was its own answer, and therefore we printed it with a few remarks, not arguments.

THE scorching weather of the midsummer holiday season put a damper on some of the club runs that were planned for over the Fourth. The temperature was tropical and the man who ventured to carry his originally intended tour had a good deal more pluck than caution.

MR. DUCKER gave us a call last week, just before his departure for Buffalo. From what we could glean from the gentleman's conversation, we should not wonder if the Buffalonians were treated to an agreeable dose of large first-class tournaments. We look for Duckerian development in Western New York.

HAL GREENWOOD seemed to have an overweening fear that his amateur status might be affected by his racing with Percy Stone. We think Hal should have thought of this before he committed himself. The Racing Board have already stated, through their Chairman, that they did not recognize road racing, and that amateurs and professionals might mix *ad lib.* in these events; all of which should satisfy Hal, though we have had occasion to remark once before on the marvelous wisdom of such a ruling.

THE Leavenworth (Kan.) *Standard* threatens that unless wheelmen dismount when they are approaching a skittish horse, and their failure to do so brings about a runaway, the city government may find it necessary to bar cyclists from the use of the city streets. We beg the *Standard* man's pardon, and while we would wish to see wheelmen be courteously considerate and dismount when a shy horse shows fear, yet the remedy is not in the attempt to bar cyclists from the use of the highways; it would not work, and the city of Leavenworth could not legally enforce such an ordinance.

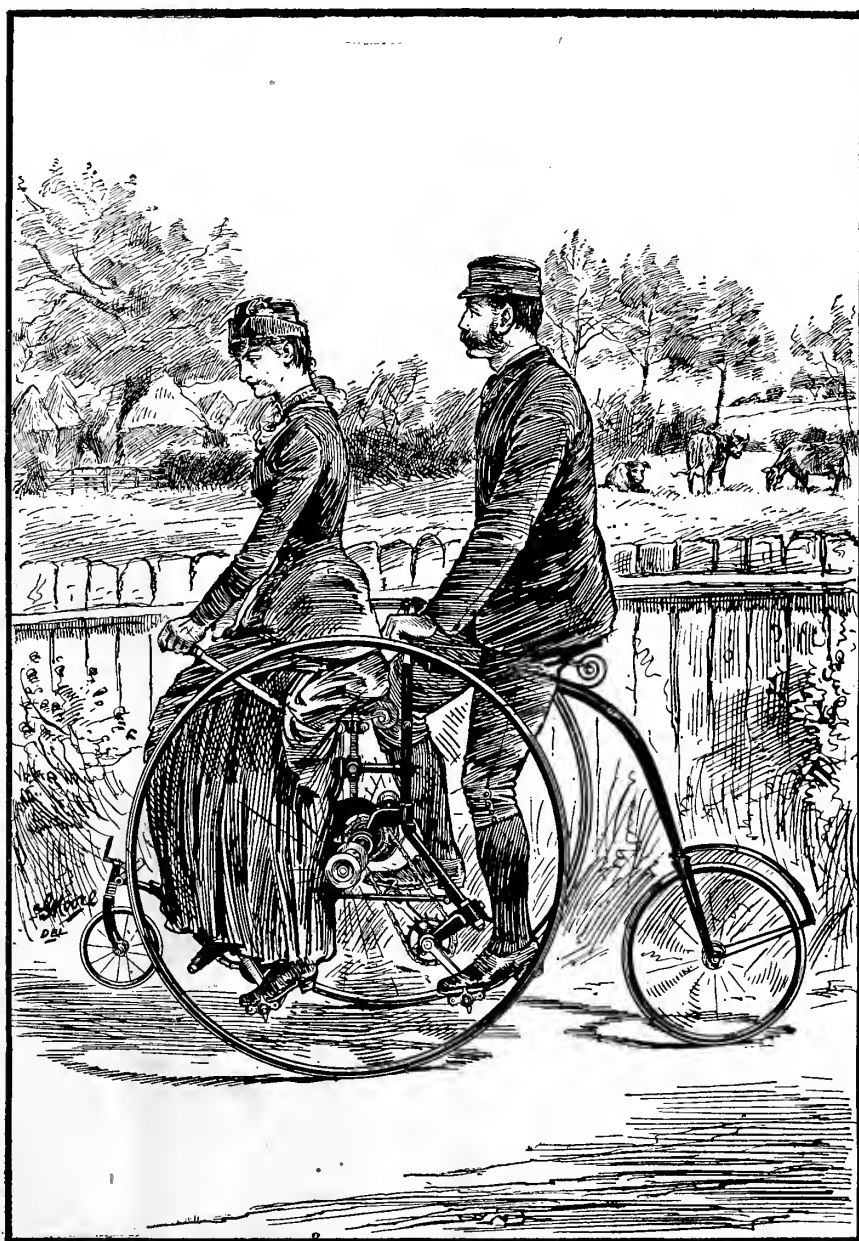
ONE of the most enjoyable outings the Portland Wheel Club ever had, was their combination run to Cape Elizabeth. The club men rode their wheels, while the fair lady guests occupied the spacious seats outside a tally-ho coach. It was the biggest thing on wheels ever held by Portland wheelmen. A dinner and a hop brought the festivities to a close. The guests and the members of the club are so infatuated with the delightful success of the outing, that they propose to do so some more pretty soon.

"THE King is dead, long live the King." Such was the burden of the song last week, Thursday, of some thirty members of the late Massachusetts club. The Massachusetts club is dead and a new club of the same name exists, but alas the thread is snapped and the continuity broken. The infant bears the same name as the parent, but the parent, the club we knew, is dead, and we more than regret its decease. May the child be as strong and vigorous as its predecessor is our hearty wish.

A WRITER in a contemporary, touching upon the Ripley Road assault case, says: "Those who knew Dr. Turner will at once recognize the enormity of the offence, for the assaulted party is one of the best, socially and physically, of the followers of our sport."

THE RUDGE HUMBER TANDEM.

The King of all Tandems.



FAST, LIGHT AND EASY RUNNING.

Stoddard, Lovering & Co.,

152 Congress Street, - BOSTON, MASS.

Some of the Trade

Delight in informing their friends that we do not sell any wheels to speak of, that the demand for them is very light in wheeling centres, where bicycle riders are posted.

We Append Herewith

A few letters from some of our agents who had given up a well known line of wheels rather than ours.

LOUISVILLE, Ky., April 18, 1887.

Dear Sirs: We have sold twenty-five Champions so far—twenty-one in the city, the balance outside, which is double the number of fine wheels ever sold in Louisville by both the agencies put together in a year, and I think we will sell not far from one hundred Champions this season. It has not been hard work to sell them—they sell themselves. If an old ——— rider is skeptical he is the man I want to get hold of, and let him first try an ——— and then a Champion. In this way we have mounted seven prominent riders on full nickeled Champions. Of course, this has had an effect on choice of wheels for beginners, which we intend to keep up. In fact, the machine has the most good talking and taking points of any machine I ever saw. For instance, you can grasp the large wheel and backbone of an ——— just above the step—it is not very hard work to bring the wheel and backbone together. Now try the Champion, and you will find that it don't go together worth a cent, and as the backbones on both wheels are nearly the same, one must give in the head and the other doesn't. I have ridden my own mount (a Champion, of course) over 500 miles this season, and have given it a pretty thorough test on rough roads, and I certainly would not exchange it for anything in the wheel line I ever saw. I rode it April 3d (after the snow storm) eighty miles, from Harrodsburg to Louisville, in ten hours, with six inches of mud for forty miles, and not anything loosened but a spoke. (I'll not say anything more about the Champion now; you may think I'm trying to sell you one.) Our successor has sold one ——— so far.

HERE'S ANOTHER:

The New Orleans agent, by far the largest 'cycle dealer in the extreme South, says:

NEW ORLEANS, La., April 21, 1887.

Gentlemen: Your favor of the 15th inst., asking for a candid expression of opinion as regards the American Champion Bicycle, manufactured by Gormully & Jeffery Manufacturing Co., has been received. In reply, I would say that in all my experience I have not

found a wheel that gives such entire satisfaction and sells as readily as the "Champion." I have sold it since first introduced, and in this State it outnumbers other makes of high grade wheels about seven to one. It has proved a durable, easy running wheel, and its reputation here is fully established. You can recommend it to your customers with the utmost confidence. I could send you any number of direct testimonials, but infer you are writing for what is called a "condensed" experience.

AND STILL ANOTHER.

The Cincinnati agency is equally enthusiastic. Any one who has seen the four-horse teams of Cincinnati will understand the reference to the roads in the following:

CINCINNATI, O., April 10, 1887.

Dear Sirs: We are in receipt of yours asking information regarding the Gormully & Jeffery goods. We feel that we cannot say too much as to the good merits of their machines. We have handled the "Ideal" for four years and the "American Champion" from its first appearance last season. In every instance they have given perfect satisfaction to the purchaser. The American Champion, for ease of running, rigidity and general durability, is not excelled by any wheel. The American Challenge is a good staunch roadster at a moderate cost, that has proven itself by actual usage on our roads (and worse could not be found in our immediate vicinity) to be a thoroughly reliable machine, answering all the requirements of a good all 'round bicycle at a moderate cost. The Ideal is beyond a doubt the best boy's wheel ever produced. The success of the wheel has been phenomenal about Cincinnati, and it is certainly well earned. It affords us great pleasure to offer these machines to the public, knowing that for thorough workmanship, reliable construction and good quality of material employed in their manufacture, they are all that is claimed for them and sure to give satisfaction. We congratulate you on having added these wheels to your list, and wish you every success that they are bound to bring you.

There are plenty more to follow. In fact we are prepared to satisfy an extraordinarily keen appetite for reflection.

Catalog on application.

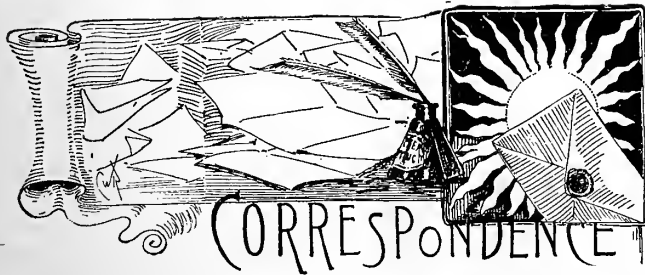
Gormully & Jeffery Mfg. Co.

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

We knew him well enough to feel sure he would be the last to subscribe to this doctrine. The assault would have been of equal enormity, surely, had the victim been a mechanic toiling along the road on a bone-shaker.—*Wheeling.*

The Nashua Telegraph has the following in regard to a performance over what all bicyclists will agree is a beastly road, to say the least: "Frank McMaster and Frank Thompson, in company with a number of other Nashua wheelmen, rode to Lowell recently in one hour and fifteen minutes, including all unavoidable delays consequent upon a party riding together; here the party broke up and McMaster and Thompson continued on to Boston, where they arrived after a few hours' ride from Nashua. After visiting Corey Hill, Chestnut Hill Reservoir and other wheeling resorts, they started on their wheels for the return trip at 2:30 P. M., McMaster reaching home at 6:30; he completed a 100-mile run on the trotting track. Thompson rode 89 miles during the day and made but two dismounts from Boston to Lowell; McMaster made but one and only one from Lowell to Nashua; his time from Pawtucket bridge to Nashua, over very sandy roads, after having already ridden almost continually for 75 miles, was 1h. 20m. Last autumn Edward Bailey of Malden, a comparative stranger to the road, made the run from the Worcester railroad track here in the Middlesex street depot in Lowell in 1h. 5m."



A CARD.

Editor Bicycling World:—It is with regret that we notice an advertisement going the rounds of the cycling papers, casting a slur upon foreign machines and ideas, and while we believe every fair minded cyclist can see something good in every make of machine, whether foreign or American, we think it is not courteous to try to build up one's business at the expense of another.

In this case there seems to be an opportunity for the application of the golden rule. We believe in living, and letting others live.

Very respectfully yours,
JUNE 27, 1887. STODDARD, LOVERING & CO.

WHITTAKER REPLIES TO RHODES' CHALLENGE.

Editor Bicycling World: My principals do not make racing wheels, but I will accommodate Rhodes if he will use a regular light roadster or a specially made wheel, if he chooses; only it must weigh as much as my wheel, which will be a light champion out of stock. My engagements will prevent my running before the latter part of August or the first of September, and that as the challenged party I of course have the right to name place and date. I do not care in answering this challenge to talk as to the merits of different bicycles. He can choose a judge and I choose a judge at the race, and they can then choose a referee. Another point is that Mr. Overman or my firm are to have nothing to do with the race after it is called, unless they are aforesaid officers. S. G. WHITTAKER.

[The above was received by wire from Omaha, Neb., Tuesday.—Ed.]

LEAGUE LOYALTY IN BALTIMORE.

Editor Bicycling World:—It is with regret that I notice in your issue of July 1st that you accuse the Baltimore papers with thinking the L. A. W. is becoming "a please-entertain-us dead-beat association." I would like to say in correction of the above that the Press of Baltimore heartily endorses bicycling and the L. A. W. in all its undertaking, and the grand and overwhelming success of our late Division meet is in a great measure due to the interest devoted to the cause by our Baltimore papers. You should have, in publishing that clipping, given credit to the paper to which it belonged, and not said the *Baltimore papers*. But a little weekly here that is new in the field, and in order to fill up, has inserted a "Bicycling Department" in its columns, and although it was the week of the Division meet here, it seems as though the bicycle reporter

could not find news enough to fill his allotted little half column, so he gave the L. A. W. a little side slap so as to fill in space, while the other Baltimore papers found enough praise for L. A. W. to fill from one to two columns of spicy accounts of the meet in our city. Trusting in the future you will kindly give such clippings their just reward by naming the paper, and not say Baltimore papers, when such unjust remarks are put out by a little weekly here that has the smallest circulation of any Baltimore paper, and one that may be a little off its base because the Md. Div. of the L. A. W. did not accept it as its official organ.

Very truly yours, SKIB.

AS TO THAT IMPORTANT LITIGATION.

Last week we printed a communication received from Gormully & Jeffery in regard to the pending suits.

We are now advised as follows by the Pope Manufacturing Company in a communication from them: "As to the disposition of the motions in the suits of the Pope Manufacturing Company vs. Gormully & Jeffery Manufacturing Company on the 27th ult., were incorrect in three vital points, and, therefore, misleading entirely; that the complainant did not withdraw the motions for injunction, the defendants were not ready for the hearing, and it was not at the request of the defendants that the cases were set for an early hearing in the fall on final proofs. It was the defendant's counsel who plead for postponement on account of other engagements, and when the Court could not give an earlier time than fall, to hear the preliminary motion, the cases were set for final hearing then by precedence over other cases, as a partial compensation for the complainant. The motions for injunction were not argued, but the Pope Manufacturing Company did not back down on them."

CANADIAN WHEELMEN'S ASSOCIATION.

THE sixth annual meet of this association was held at Brantford, Ontario, July 1st. On the morning of that date, the association met for the transaction of business, when the reports of the Secretary, H. B. Donley, were presented. This showed the present membership to be over 1000, and the finances in a healthy condition, there being \$250 surplus on hand. The *Canadian Wheelman*, the official organ, has more than paid expenses, and has also a surplus of funds. The following officers were elected:—President, J. D. Miller, Montreal; Vice-President, W. P. Way, Belleville; Secretary-Treasurer, H. B. Donley, Simcoe.

Mayor Henry, and a deputation of aldermen, extended a cordial welcome to the visiting wheelmen on behalf of the city.

The forenoon was occupied by the local men in meeting the arrivals at each train, when they were escorted to their hotels. Promptly at 1 o'clock, the procession was formed on George street. There were seventeen clubs represented in the parade, and 300 men all told. The Stratford showed up fifty riders in line.

After parading the principal streets, which were packed with interested spectators, the procession went to Agricultural Park, where fully 5000 people assembled to witness the races.

The first on the list was the two-mile novice race. The men started, but the contest was practically between John Robertson, Montreal; D. Naismith, Toronto; and Chas. Duncan, Brantford, and was very exciting. They came in as follows:—Robertson, Naismith, Duncan. Time, 6.24.

Three-mile lap race—Starters, Harry Davies, M. F. Johnston, Toronto, and E. P. Baird, Montreal. They finished in same order, Davies having it all his own way.

Club championship—C. R. Fitch and Chas. Duncan, Brantford. This was a good race, with Fitch winner. Time, 3.07.

Half-mile dash—Harry Davies and M. F. Johnston. Davies won easily. Time, 1.47 1-2.

Five-mile championship—H. P. Davies and Fred Foster. The contestants in this race earned the hisses of all, by trying to make it a slow race. Neither would set the pace, and they fooled round the track until half the distance was completed, then they woke up, and from that out made a good race. Foster following Davies' wheel until the finish, when he spurted, winning by a few feet. Time, 32 minutes.

Mile tricycle—Naismith, Toronto; A. T. Lance, Montreal. This was one of the best contests of the day, and was won by Naismith in 4.05.

Mile bicycle, championship of Canada—Starters, Johnston, Foster and Davies. Johnston led at the start, and retained it until the last quarter, when he fell behind, and a keen race was made by Davies and Foster to the finish, when Davies won handily. Time 3.03.

Ten-mile bicycle race—Johnston, E. P. Baird, Foster, Davies and Naismith. Davies and Johnston dropped out early in the race, but Naismith stuck to it gamely until five miles were completed, when the contest was left to Baird and Foster. The former led until with-

in 100 yards of the finish, when Foster overhauled him, and won nicely. Time, 33.50.

Half-mile, without hands—Three starters. Johnston led from the start, and won easily; Fitch second. Time, 1.35.

Mile open, bicycle race—John Robertson, Davies and Fitch. The latter led at a good pace, but at the last was passed by the others. Davies 1st, Robertson 2d. Time, 3.04.

The half-mile track on Agricultural Park was in fine condition, but the strong wind interfered with fast time.

MCCURDY DEFEATS ROWE.

ABOUT three hundred people assembled last Friday evening at the Lynn track to see McCurdy and Rowe settle their three mile match handicap. It was nearly half-past seven when Rowe went to the scratch and McCurdy mounted at the three hundred yard mark. Neilson acted as starter, and sent the men off with little delay. The race was not exciting, as Rowe gained but slowly on his antagonist, and it was soon seen that unless he did some extraordinary work McCurdy would win, which he did, with 50 yards to spare. Rowe's time was 8 minutes 15 seconds. The weather was perfect; no wind, track in good condition, and every one hoped that record would be made, but Rowe did not seem inclined to exert himself, as the time shows. The officers were: Referee, J. S. Dean; Judges, Kennedy-Child, W. G. Kendall and Charles Ennis; Timers, John Williams, T. H. Carroll, J. H. Shuman; Scorers, F. A. Lindsey, G. Porter; Starter, R. A. Neilson.

SPRINGFIELD'S FOURTH.

Racing good. Attendance very small. Mile novice, won by H. B. Arnold of New Britain. The mile race for boys was won by Geo. McClelland of Holyoke. The mile 3.20 class, won by George C. Durson of Hartford. The one-mile handicap, thirty-seven entries, DeBlois won in 2.46 2-5, Hart second, E. B. Smith of Springfield, third. The one-mile club race was won by W. H. Jordan. The special five-mile challenge race between Captain F. A. Eldred and H. B. Wadsworth of the Springfield Club, was won by Wadsworth. The one-mile team race, in which the Outing Club of Springfield, Springfield Bicycle Club, Holyoke Wheel Club, New Britain Wheel Club and Hartford Wheel Club entered, was won by the Hartford Wheel Club. In the one-mile open race there was a hot struggle between Hart and DeBlois, the latter winning by a final spurt. The consolation race was won by D. P. P. Williams of Hartford. Hendee, who was announced to ride on exhibition on the new Springfield roadster, failed to appear.

RACES ON BOSTON COMMON.

THE Fourth of July in Boston nowadays would not be complete without the usual bicycle races being held, and judging by the crowds that flocked round the path we think the sport has attractions for the general public. Those who have been unfortunate enough to ride on the Common bicycle path and remember with a shudder the corners one is expected to rush at top speed will regret to learn the same old track was used this year. However, the crowd enjoyed every one of the races, judging from the enthusiasm. Fred Foster, the Canadian crack, though entered for every race, did not turn up.

The races were started pretty nearly on time, and were all finished by 4 o'clock. The first event was the one-mile novice, which was taken by H. C. Caldwell easily in 3.20, J. H. Slade being second six seconds later. In the third lap of the race one of the novices appeared to be anxious to "cut 'cross lots," but as there was a thick rope and a large crowd in the way he only succeeded in coming down a cropper, and bring with him another novice with a name that sounded like a sneeze.

The two-mile amateur race was taken by P. J. Berlo, in 7.01. W. East second in 7.06.

The two-mile lap race brought out three good men, Caldwell, Drummond, and Berlo. As is usually the case in such races, it was ease up on the back stretch, and spurt on the home run in. Caldwell, (who, by the way, shows speed), played with the boys for a couple of laps, and then went in and took every lap he wanted, scoring 20 points to Berlo's seventeen. Time, 8m.

The three-mile amateur started with Berlo, Caldwell, East, Benson, and Briggs. It was Caldwell's race from the word go, he let himself loose and scooted ahead of the field. Berlo woke up too late and though he made a game attempt to catch Caldwell, he was beaten easily by two lengths, in 11m. 20s.

There was to have been a tricycle race, but as the contestants did not come to time, a consolation race was run to wind up the meeting. It was a one-mile race, and the men desiring consolation proved to be D. Drummond, L. W. Briggs and three others. Drummond got there first in 4m. 25s., and then the crowd dispersed.

THE LYNN RACES.

SOME 1300 people went up to Glenmore track on the afternoon of the 4th to see the races, and some very good races were enjoyed.

The Novices were started off first, and E. Bagholz, of Lynn, ran away from the boys and won the prize in 3.09 1-2. The slender Mack Cohen having stopped before they had gone very far, or rather we should say his machine gave out.

The three mile handicap race brought H. C. Getchell of Cambridge (scratch), F. M. Barnett, Lynn (200 yards); George Collins, Lynn (250 yards); Edward Bergnoltz, Lynn (250 yards); F. S. Hitchcock, Lyn (325 yards.)

Getchell rode a very good race, calculating to a nicety his speed and rate of overhauling the leader. It was not till the last lap that he caught Barnett. Getchell then put on steam and won the race by 30 yards in 8m. 57 2-5 sec.

The three-mile professional handicap started with J. H. Shurman, of Lynn (one lap), Horace Crocker of Newton (200 yards), and A. A. McCurdy of Lynn (300 yards). Rowe came to the post but would not start because of McCurdy's handicap. Billy is evidently satisfied that he cannot beat McCurdy with any such handicap. Crocker lit right out, and though McCurdy tried hard to beat his adversary, Crocker soon showed the star man his back and won the race in 8m. 44 2-5 sec. Shurman did not finish at all.

The boys' handicap race was won by that promising young flyer, W. H. Lenter, of Rockland, Mass., in 3m. 4 2-5 sec., H. O. Neil being second.

The fifth race was a two-mile tandem tricycle, amateur race for road machines, and was a very pretty contest. D. E. Hunter and Lang of Salem won the first prizes, two gold-headed canes, in 56m. 53 2-5 sec. Charles E. Whitten and George Collins, of Lynn, won second prize, two gold watch chains. George S. Porter and A. Martin of Lynn dropped out.

In the next race, the two-mile profession handicap, Rowe again refused to run for the very same reason given before—"unjust handicapping"—so there was more treated to a show of displeasure. Crocker and McCurdy were placed at scratch and J. H. Shurman given 275 yards. Shurman managed to keep in front for about five laps and Crocker put in a spurt and ran away from Shurman and McCurdy, winning the race with plenty to spare in 5m. 51 sec.

There were seven starters in the two-mile bicycle amateur handicap as follows: D. E. Hunter, Salem (scratch); F. M. Barnett, Lynn (150 yards); E. Bergholtz, Lynn (185 yards); George Collins, Lynn, (185 yards); William Wheeler, Lynn (225 yards); F. S. Hitchcock, Lynn (225 yards); J. L. Harris, Lynn (250 yards). Harris had run only two laps when he was overhauled by Bergholtz, who kept the lead to the finish. Hunter cut down all but Bergholtz and Barnett. The time was 5m. 51 1-5 sec.

When Rowe appeared to ride a record mile, hisses and cheers mingled. He did not touch his own record, the best he could do being 2m. 35 3-5 sec.

Then John Williams tried to beat his own tricycle record, but failed, only being able to go the distance in 3m. 11 3-5 sec. The ride and run race was won by W. H. Lenter in 4m. 54 sec. Thus the programme was brought to a close.

NEW JERSEY DIVISION MEET.

THE delightful weather, the prospect of a run over the far-famed macadamized roads of the Oranges, and the promise of good racing, all combined to draw an immense crowd of wheelmen from the various sections of the State to Orange, on the "Glorious Fourth." The annual meet of the New Jersey Division, L. A. W., was the most successful ever held by that association. At least 3000 wheelmen were on hand, and runs were made to the various points of interest, not forgetting the famous "Eagle Rock" hill, in the morning.

The business meeting was held in the Orange Wanderer's rooms at 10.30. The Secretary and Treasurer were unanimously re-elected.

A short parade was made, starting at 1.30 P. M., through a few of the principal streets, and ending at the Roseville track. At three o'clock, when the racing began, about 1500 people were within the grounds, the grand stand being well filled. The first race on the list was the one-mile novice, with eight starters in the first heat, which was won by Wm. Lamb, Smithfield, in 3m. 3s.; S. B. Bowman, E. W., second. In the second heat, seven starters, E. P. Baggot, H. C. W., was first, in 3m. 11 3-5s.; H. W. Peck, P. Bi. C., second. The final heat was won by Lamb, in 3m. 1 3-5s., by five yards from Bowman.

The three-mile lap race was an easy thing for J. W. Powers, Jr., H. W., whose time was 9m. 24 4-5s., giving him 30 points; T. W. Roberts, Poughkeepsie, was second, with 16 points; H. L. Powers dropped out on the eighth lap.

A surprise was created by the fine riding of Wm. Lamb in the

two-mile State championship. This youngster, on his first appearance, made a good impression on all by his remarkable head work for a novice. Lamb took the lead on the second lap, being closely trailed by Stenken. He kept his position and set a rattling pace, which he kept up till the last lap, when the "Hudson county pet," who is riding in superb form, made up his mind to take a hand in, and putting on a grand spurt he passed the Smithville boy, and, though Lamb made a good bid, beat him in by fifteen yards, in 6m. 13 1-5s. J. Van Wagoner of Burlington, was third, and C. S. Stephen of Millville, fourth.

In the one-mile tricycle, State championship, L. H. Johnson was the only one to face the start, and he rode the mile, after a very bad start, in 3m. 13s.

The five-mile L. A. W. championship had eight entries, but at the flash of the pistol, A. B. Rich and J. W. Powers, Jr., found that they had the track to themselves. Rich was suffering from injuries he received on Saturday, when he fainted and fell from his wheel. His face is scarred and he has a bad bruise on his right leg, just above the knee. The race was a "change off" for thirteen laps, each taking the lead in turn, but on the next lap it became a race "for sure." Powers put on all his steam and tried to shake off "Quilly," but the latter, although he was not able to pass him, hung to his little wheel in a way to show that he was "in" the race. It was a hard fought battle to the finish, but Powers got there just ahead of his opponent, in 16m. 26s.

One-mile championship Union County Wheelmen, won by A. N. Pierson, after a good race, in 3m. 9 3-5s.; Burnet, second; W. B. Rhett, third; E. B. Moore, fourth; J. A. Brumer, fifth.

Lamb and Stenken made another fine race in the one-mile State championship. Stenken took the lead from the flash, but was compelled to cut out a lively pace to prevent the "youngster" from passing him. The time, 2m. 46 4-5s., will show that loafing was not in order. By a fine spurt on the finish, Stenken crossed the tape 3 yards to the clear; Van Wagoner being third by ten yards.

The two-mile handicap, open, was a good race, Van Wagoner, 150 yards, taking the lead, being closely followed by Bowman, 175, Parker, 200, Caldwell, 120, and Howell, 120. Coming down the homestretch it was "neck and neck" between Van Wagoner and Howell, but just before reaching the tape, Howell straightened himself in the saddle, and as he did so, Van Wagoner jammed down his levers viciously, and when he crossed the tape, his head was a good eighteen inches ahead of Howell's. Everybody conceded the race to "Van," but the judges, and they surprised the "stand," by declaring it a "dead heat." The time was 5m. 47s. The men were told to ride one lap to decide the race, and Van Wagoner was compelled to start even with Howell, a rank piece of injustice. Howell won in 58 2-5s. Several reporters and others on the press stand were directly over the tape, and they are willing to make affidavit that Van Wagoner won the race fairly.

In the one-mile team race, the Harlem Wheelmen were the victors, this being comprised of J. W. Powers, Jr., H. L. Powers, E. C. Parker. They scored 14 points, Powers, Jr., being first in, in 2m. 56s. The Millville team—J. B. Pearson, L. A. Howell and C. S. Stephen,—was second with 7 points; the Union County Wheelmen, third.

The one-mile championship of the Plainfield Bicycle Club, was captured by M. S. Ackerman, in 3m. 5s.; G. W. Morrison, third; D. C. Adams, third.

THE one and one-half mile bicycle race at Salem July 4th was won by F. F. Burns in 5 minutes, Joseph D. Brady second, with 45 yards handicap. The three-mile had three starters. William H. Boudreau took first prize and T. F. Brennan second.

THE annual races of the St. John Bicycling Club were held Monday, June 27th on the Marsh road. Thunder showers during the afternoon made the road sticky. There were five entries in the five-mile race for championship of club, Charles Coster being the winner in 20m. 12s., with Geo. M. Robertson a good second. In the one-mile race (with turn) Harry Puddington won in 3m. 55 1-2s. W. C. Fairweather won the half-mile race in 1m. 48 3-5. Negotiations are being made for a series of races between the St. John and South Cool Clubs.

THE State Meet of the Michigan Division and the fifth annual tournament will be held at Ann Arbor and Detroit under the auspices of the Detroit club, July 8 and 9. After spending a day at Ann Arbor, a run will be made from there to Detroit Saturday morning, July 7th, arriving about noon. Dinner at the Brunswick Hotel. The parade will start from Grand Circus Park at 2.15, and proceed down Woodward and Jefferson avenues and back to Bicycle Park, where races will be held at 4 o'clock on the quarter-mile track of the

Detroit Bicycle Club. The track has been greatly improved this season and is now acknowledged to be the fastest quarter-mile track in the West.

Reduced rates will be secured from all railroad lines.

In the evening moonlight reception, with dancing, will be given on steamer Fortune, which can but prove a very pleasant feature of the meet.

Entries to the races made to C. E. Alford, 249 Woodward avenue, Detroit.

OMAHA, NEB., Saturday, June 25.—Amateur one-mile, best two in three heats—First heat, Stockdale, 3.18; Wurtz, 3.18 2-5; Paterson, 3.22. Second heat, Stockdale, 3.52 3-5; Wurtz, 3.59; Paterson, 3.59 3-5. Three minute class—First heat, Peabody, 3.19; Smith, 3.19 2-5; Savage, 3.20. Second heat, Peabody 3.08 3-5; Smith, 3.09 1-5; Savage, 3.09 1-5. One mile, professional handicap—First heat, Whittaker, 2.59 2-5; Knapp, 3.05; Prince, 3.07. Second heat—Time—Whittaker, 3.00 4-5; Knapp, 3.01 1-5; Prince, 3.01 4-5. Sunday, June 26.—Amateur three-mile dash—Stockdale, 11.56; Wurtz, 12.00; Lytle, 12.01 2-5. Five mile amateur—Peabody, 16.46 1-2; Savage, 16.49 1-2; Smith, 16.50. Ten-mile professional bicycle race—Whittaker first, Prince second. 3.15 class, amateur—Smith first, 10.16 2-5; Savage, 10.16 3-5.

SECRETARY-EDITOR BASSETT advises us that the Racing Board have re-instated Mr. Thomas Stevens. We are pleased to hear this, as we believe the gentleman has done nothing to justify the original action of the Board.

MARTHA'S VINEYARD MEET.

In a few days Chief Consul Hayes will mail to Massachusetts League members a full programme of the three days outing. The Division proposes to take in the pleasant shores of Martha's Vineyard. The O. C. R. R. will carry wheels free from Boston, Lowell, Fitchburg and South Framingham, and the fare from Boston and return will be but \$2.50. The Boston men will start Wednesday, August 3d, on the 4.05 P. M. train. The programme will be as follows:

Thursday, August 4th.—10 A. M., business meeting, Town Hall; 11 A. M., officers' meeting, Town Hall; 12.30 P. M., clam bake at Katama; 8 P. M., band concert and "bluffing."

Friday, August 5th.—10 A. M., parade; 4.30 P. M., races; 8 P. M., reception and ball at Casina.

Saturday, August 6th.—9 A. M., sailing excursion; 4 P. M., base ball game; evening, hop at Sea View.

NOTES OF THE MEET.

The prices at the hotels run from \$2 to \$3 per day. The Sea View is the best hotel.

"Bluffing" is a most delightful pastime, so the Chief Consul says, and consists of inducing the prettiest girl you can, to promenade the bluffs with you. She will like it and so will you. This should bring a big crowd.

The races will be held on an asphalt track about three laps to the mile, and will consist of one-half mile novice, one mile, open for bicycles; one mile bicycle handicap, and one mile open tricycle. Entries free, to J. S. Dean, care of BICYCLING WORLD.

Bicycle suits, white flannels and bright tennis blazers will be the proper thing, except for the hop at the Sea View, where a dress suit will not be out of place.

There is lots of good boating, smooth riding on asphalt roads, pretty girls, splendid bathing and everything that delights young men. So don't forget the dates, August 4, 5 and 6.

Bassett, Kennedy-Child, Elmer Whitney, the Leagues Vice President, Representative Emery and a lot more of the big cycling guns will be on hand.

STROLLINGS AMONG THE BALTIMORE (MD.) TRADE.

YOUR correspondent has been somewhat dilatory in not sending notes from the trade in the Monument City. Several times has he called at the store of

SAM'L T. CLARK & CO.,

but always found the head of the concern engaged, and so took pity on him and called again, only to find them in the midst of a heavy rush, filling orders for men who want machines for the Fourth. My conscientious scruples having been overcome, we tackled Mr. Clark, and he talked about in this strain: "We have had a good season, business opening earlier than usual, and working up to a good, steady trade, which continues unabated. Our sales have been far in excess of even our own anticipations, and as this increase

is based purely on the merits of our machines, it will continue to increase. The New Rapids please, every time, and every rider on one of these machines is a living advertisement for us, an ad. in fact, second to only such a one as "BICYCLING WORLD" can give.

We were a little late in getting our light roadsters on the market, and had to keep many customers waiting for a few weeks, but we now have a stock of these machines, all sizes, also have a stock of roadsters. As for our safeties, I am sorry to say we are still behind, but you can convey the glad tidings to the readers of the *WORLD*, that in less than ten days from this time of writing, we expect to have a fine stock. We find an excellent demand for the rear driver safety. So far so good, as the single trackers go.

NOW AS TO QUADRANTS:

the sales on singles for ladies and gentlemen, are very large. In tandems, the No. 15, [this is the one with the handle bar steering for both lady and gentleman.—Ed.], seems to be the favorite, as it is a splendid machine for either lady and gentleman, or two gentlemen. For this especial pattern, (No. 15.) we have had to cable factory an additional order. We find the Quadrant takes on trial, for its wonderfully easy running qualities, and we are not surprised at its popularity. Then when we put them at trying hills, they are astonished at the way they go up. By the way," continued Mr. Clark, "I notice the *WORLD* has already had an account of the Weatheroak Hill contest, but I tell you again that we feel good over that. Just think, three Quadrants only, entered the race, and they took first, second, and third prizes in one of the greatest hill climbing contests ever held, and against some of the best machines in the market. It was a great victory, and we are naturally, proud of it. You will notice that the timers, in the case of Mr. Priest, have acknowledged that they *guessed* at his time, and so the time as given by several unofficial sources, will be accepted, and this therefore places Mr. Priest virtually in third place. In local trade, business brisk. The New Rapids are more popular than ever, and recently a number of our oldest and most prominent riders have gone in for Quadrant tandems, with the most satisfactory results to themselves and wives and friends. You can add that with another season's added experience, we have no reason to change our original idea in regard to the merits of the ball bearing head if made adjustable for uneven wear." That was about the burden of the song of Mr. Clark, and as he was at that moment called away, your correspondent took his leave.

W.S.B.

THE SOUTHERN LEAGUE TOUR.

TUESDAY morning, 10th May, dawned cloudy, with occasional rain drops, as had the four preceding days, and those who had arrived in Philadelphia to take part in the Southern League tour to Staunton, Va., were but little cheered by Collamer's earnest predictions of sunshine before noon. Nevertheless about forty wheelmen gathered at the Pennsylvania Club House to make a start

IN SPITE OF THE WEATHER,

and then ensued such a cleaning and oiling of wheels, doffing of coats and strapping on luggage carriers, exchange of specie for receipts, and exhortations to take in the whole trip—not merely part way—as the Pennsylvania Club's man-of-all-work has hardly ever witnessed before.

Before starting, Tourmaster Collamer gave the boys some good advice, and among other things warned them, under pain of death, not to ride ahead of the captain and roadmaster, nor behind the tourmaster. How well this order was obeyed will be seen below.

The party had scarcely passed the first toll gate on the pike when the first of a series of accidents occurred. The roadmaster, John A. Wells, in trying to pass a team, broke a strap on his Star, and turned back for repairs. The next man to come to grief was the Tourmaster himself, who had attempted to ride a wheel with the little fork cracked half in two. He took the train at Wayne for Coatesville, a sadder and a wiser man. On board he found Wells, catching up with a new strap, and gave him a blank check to pay for the party's dinner at Paoli, where the latter again joined the procession.

Several of the Coatesville boys also joined the party at Paoli; and after a good dinner the tourists started for Downingtown at 2.15, where visions of female loveliness, under command of the Rev. Dr. Griffith, were waiting for the boys with cake and lemonade for refreshments.

Captain J. B. Mitchell soon discovered that cramps were not conducive either to fast riding or immunity from headers, and that he could enjoy the scenery more thoroughly on foot, or behind.

With the Captain thus bravely guarding the rear and the Tourmaster ahead in Coatesville trying to hunt up a new wheel, the tourists rode at an easy pace to Downingtown, forming into line just outside the city. As they reached the Episcopal Church, the

Rev. H. Allen Griffith welcomed the weary riders to his rectory, where they found chairs invitingly placed under the trees, and as soon as they were comfortably seated

A BEVY OF THE PRETTIEST YOUNG LADIES

in the town passed around glasses of lemonade until the thirstiest were satisfied. Greatly refreshed by this generous hospitality, the tourists again mounted their wheels, first giving three hearty cheers for the young ladies who had added so much to their enjoyment, and three more to Dr. Griffith, who had planned the treat. The reverend gentleman is himself a wheelman, and accompanied the party nearly to Coatesville on his wheel.

Meanwhile poor Collamer was bending every energy to get a mount on which to ride back to Downingtown, for—whisper it gently—the little Tourmaster never turns his back on the ladies. He had his wreck repaired as best he could, by a mechanic rather unskilled in the bicycle line, and bravely set out a good pace to cover the intervening six miles. Half of the distance was accomplished, and the patch-work gave way! Nothing left but to turn back to Coatesville, and give up the lemonade and cakes, (and girls). This he did, again a sadder and a wiser man.

At Paoli, Chas. W. Freeman, a quiet, steady rider, had overtaken the party, having ridden from home, sixty miles the first day, and sixty-one the second. Freeman was the only man who made the entire tour without accident either to machine or person, and though a comparatively slow rider, was a genuine "stayer." At the completion of the tour he rode to Washington, and thence home again, completing his entire outing on his wheel.

In due time the line filed into Coatesville, Captain Mitchell again at the head, with the afternoon's Roadmaster, S. M. Mallalieu, at his side; and a

SHOUT OF WELCOME WENT UP

from the citizens, that made the tourists' hearts beat high with pride. It is needless to say supper was eagerly devoured.

In the evening another surprise awaited the tourists. This time it was a banquet planned by the nine Coatesville wheelmen, and the boys "did themselves proud" in their efforts to entertain their visitors. The banquet was enlivened by humorous speeches by Captain Mitchell and others, and afterwards Messrs. Mitchell and Collamer sang duets and solos until bedtime.

On Wednesday morning twelve of the Philadelphians reluctantly bade farewell to the tourists and returned to business, four riding back on their wheels, and the remainder taking the train. Mr. W. T. Fleming covered the forty-two miles in the remarkable time, considering the roads, of three hours and a half.

After a short parade around town, which Mallalieu insisted upon, the tour moved on at ten minutes before eight, on what was supposed to be the Lancaster pike. Alas, for road-book information, it proved to be an awful stretch of road, twenty-six miles to Lancaster. For want of his own machine, which was a total wreck, Collamer rode Boyd's, and he Dr. Lippincott's, of Downingtown, the exchange of machines having been kindly and thoughtfully effected the evening before. Some five miles out under the broiling sun, Captain Mitchell suffered a partial sunstroke, of which he has had two on previous occasions, and dropped to the rear with Bugler Kirk. The tourists saved themselves—as, in fact, they did the entire tour—but the Coatesville boys plowed ahead, rode nearly or quite all the hills, whose name is legion, and suffered but little from the heat, which was intense.

A word about the said Bugler. W. E. Fuller of Brooklyn, N. Y., was booked for the tour, and had been appointed bugler, being an accomplished artist on the tin horn. At the last moment his father was stricken with paralysis, and he wired his inability to join the party, and his sincere regrets. This was Monday A. M. Collamer immediately scoured the Quaker city for a bugle, and, finding one, which the Penna. Club kindly loaned him, repaired at half past three to his room at the hotel, where

HE "MADE HIMSELF DISLIKED."

By five he had learned three out of the four notes required for the calls; and then Kirk, (whose guest he was,) came home for supper. He picked up the bugle and blew a fra-ta-ta on it. Collamer danced for joy.

"Why, can you bugle?"

"No; I blow the cornet a little though."

The balance of the evening was put in by the two, between crowding clothing into already well-filled valises; the one whistling, and the other learning the various calls of the bugle-code.

And so it came about that the Southern Tour had a Bugler, after all, though the genial Kirk found tooting astride a wheel, much different from in his room at the hotel, (with doors locked and key-holes plugged up, by way of caution). Let those who jeered him for his bugling, or even smiled inwardly when the thing got away

from him, and squaked unmercifully, remember that he never blew a bugle till the evening before. I think he did exceedingly well.

At 1.55 Lancaster loomed into view, a welcome sight indeed, and the hungry boys sat down to an excellent dinner, the treat of the local wheelmen. Kirk and Mitchell came in later, just as the tour was moving on for York, and the former, hastily snatching a few mouthfuls, mounted his wheel and went with them.

On the way in the forenoon, Russel had discovered

A SERIOUS CRACK IN HIS HEAD,

[good gracious, how horrible.—Ed], and pushed on in advance, to have it repaired. Failing in this, he waited, and after dinner, in company with Collamer, who was saddle-sore from riding Boyd's saddle, and Mitchell who naturally felt disinclined to further exertion on that day, trained it to York in the afternoon.

S. B. Downey, Captain of the Lancaster Cycle Touring Club, acted as Roadmaster to York, and several Lancaster boys also accompanied the tourists. At Columbia, *en route*, numerous others joined in, and the tour at this point, reached over sixty wheelmen in line—a glorious array of glittering wheels, and radiant faces.

Much fatigued by their morning's hard ride, the tourists held an easy pace, and York was not reached until after dark. Immediately repairing to the National Hotel, where the tourists found their baggage awaiting them—thanks again to the effective labors of Quarter-master Russell—the tourists "primed," ate supper, made themselves acquainted with the local boys, and sat down to wait for the unfortunates who were compelled to come by a late train.

[To be continued.]

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THOUGHTS ON OPENING A BOTTLE OF ANHUISER BUSCH BEER.

There is something in thy sparkle, in thy fragrance aromatic,
That recalls a day of gladness, and of figures geometric
Induced, I mean the figures, by a much too strong desire
To down one hundred glasses, and go Bassett just one higher;
In which most holy notion, I was gloriously supported
By twice one hundred others, who, with many a wink and leer,
And with mouth and throat distorted, swore they never would be
thwarted

In doing up said Bassett on "Bot Holm's" peerless beer.
The result of this ambition, and the subsequent contrition,
I leave to Howard's fancy, for alas, mine is not clear.
But whene'er I sup thy fluid amber, I in fancy seem to wander
To the halls of that great castle on the Mississippi shore,
Where the drink of god's is gratis, and all thirsty souls are satis-
fied, by one whose name is "Busch," and you'll find it on the door.

A. K. C.

THE following is clipped from a leading Toronto paper, and speaks for itself: "The best wheel is that which is ridden by the best riders. Take Toronto, for instance. In the Wanderers' Club, the largest in Canada, Capt. George Chaplain Orr, the most expert wheelman in Camickdour, rides a 56-inch Rudge; Secretary-Treasurer Frederico Josephus Murphy has gone and done likewise; ditto the Captain and Lieutenant of the Safety division, Messrs. T. Lalor and Chas. P. Sparling. Mr. M. Prince, another representative Wanderer, also belongs to the most exalted and noble order of Rudge riders, and these gentlemen are sure to have the best wheels made, viz., the Rudge." *Adv.*

OREGON wheelmen will use the New York Liberty Bill as a club to be used on the heads of their home statesmen (?) who have enacted a law, whereby it requires bicyclists to come to a standstill within one hundred yards of every team they happen to meet on the road.

A NINE from the Boston Bicycle Club and a nine from the Boston Whist Club will meet on the diamond to-morrow to settle the question of supremacy on the baseball field. We, of course, have put our ducats on the wheelmen.

DR. F. K. SAXE of San Jose, Cal., writes: "The Crescent Tandem came to hand last week. It is fully up to my expectations, in fact, I am better pleased with it than I expected to be. It is the admiration of all, both cyclers and non-riders, and I should not be a might surprised if more were ordered soon." *Adv.*

THE following clipped from an exchange speaks of the folly and lack of sense shown in the dress of some athletes: "Then, if he wear knickerbockers, he will have tight elastics compressing the veins either above or below the knee, and having an injurious effect upon the circulation of the blood, the improvement of which is the very end and aim of exercise. Lawn tennis players and bicyclists suffer most from the latter mistake." We have had our experience and can endorse this opinion exactly. We, however, found the remedy in the Holmes bicycle stocking. See adv. on another page.

A PARTY consisting of members of the New York Bicycle Club, took a trip last week from New York to Albany. They followed the banks of the Hudson all the way. It was found to be pretty hot work during the mid-day hours. They were four days on the trip.

TEN thousand two hundred and sixty-six is highwater mark for number of League membership. And this in face of the fact that Boston, and not Philadelphia, is the headquarters of the *Bulletin*, and the home of the Secretary-editor.

AT the recent races of the San Francisco Bicycle Club, first prizes were credited to the Rudge Racers, and in fact, every rider of the Rudge got a medal. *Adv.*

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*We are now prepared to take
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Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.
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Wyoming Territory.—C. P. Wassung, West Springs.
Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and enclosing a stamped addressed envelope for reply.
DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.
APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.
Allen, S., 76 Mount Vernon street, Boston, Mass.
Bigelow, S. L., 4 Chestnut street, Boston, Mass.
Irvin, H. B., Hagerstown, Md.
Reese, J. S., 412 West Baltimore street, Baltimore, Md.

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"TEN THOUS. MILES on a BI." is now for sale in Boston at 79 Franklin st., 509 Tremont st., 107 Washington st., and at depositories in 160 other towns, whereof a list will be sent free (together with descriptive pamphlets of 48 pp., giving specimens of the 75 pp. of indexes and the \$33 pp. of main text), on postal card application to the publisher, "KARL KRON, at the University Building, New York City, D." League members may also apply to him for copies, to be sent "on approval," prepaid, and to be either bought at \$2 or returned at a cost of 17c. for postage. There are 675,000 words in the book's 908 pages, whose binding is dark blue muslin, with gilded top. Cash orders at \$2 should be sent to the manufacturers, SPRINGFIELD PRINTING CO., Springfield, Mass. Subscribers outside the depository towns, who may wish to avail themselves of the half-price offered in '84 (for a 300 paged book of 75,000 words), should remit \$1.20 to K. K. at N. Y. not later than Aug. 1.

FOR SALE.—New Humber 56-inch racer, twenty-two pounds. will accept first reasonable offer. Address, H. M. P., 218 Bay street, Jersey City, N. J.

BARGAINS IN CYCLES.—New and second-hand machines sold on instalments; lowest cash prices guaranteed; old machines taken as part payment for new ones; all kinds machines bought, sold and exchanged; bicycles and tricycles sold on commission; special instalment agent for Victor, Rudge, New Mail, Apollo and first-class machines; correspondence and inspection invited; send stamp for circular and terms. I. P. LORD & CO., 48 Union st., Boston.

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FOR SALE.—New Cunard Tandem (never used), latest improvements; non-convertible; cost \$270; will sell for \$250, or will exchange in part payment for a piece of land in Chicago. Address C. H. T., this office.

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SECOND-HAND BI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

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Geo. D. Gideon, 1539 Race Street, Philadelphia.
H. B. Hart, 813 Arch Street, Philadelphia.
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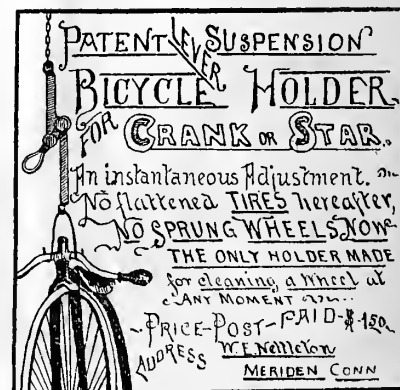
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Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.

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THE OTTO PATENT Corrugated WIRED TIRE

Is used on all our

1887 APOLLONS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.

See what the Bicycling World
says of it:

No Finer Wheel was ever made for the Money. \$105 includes Spade Handles, Balls to Both Wheels, Enamel and Nickel Finish, and Detachable Bars. Otto Tire.

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus— It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire a little heat will therefore be necessary.

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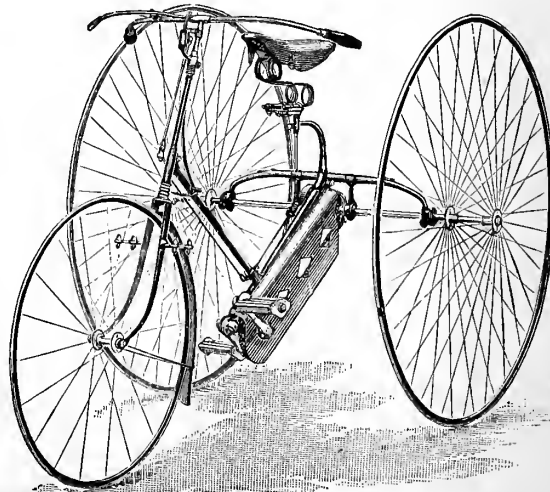
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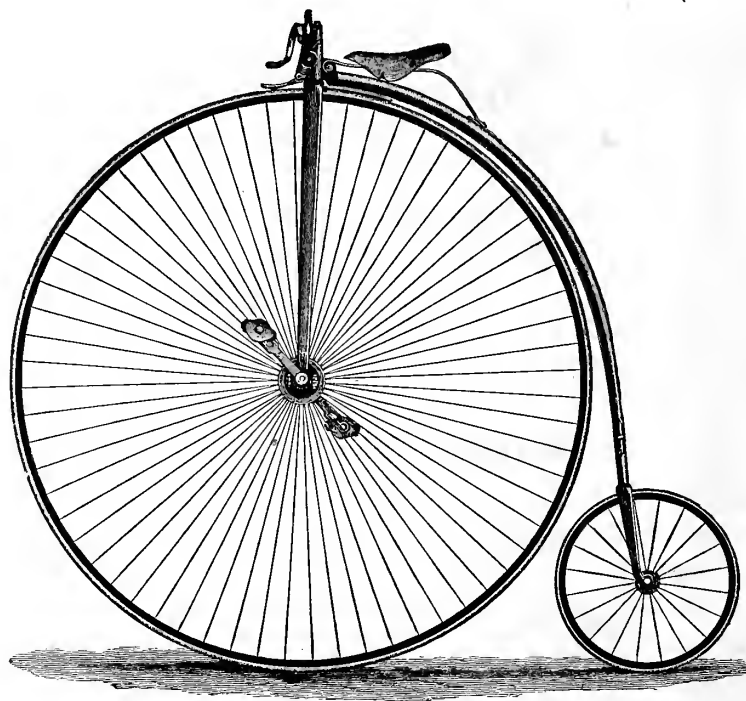
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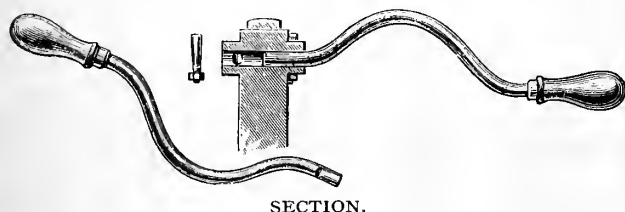


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PATENT DETACHABLE HANDLE-BAR.



FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles and Kirkpatrick saddle can be fitted at small extra cost.

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The First Conqueror of Weatheroak again Demonstrates Its Superiority.

In the greatest hill climbing contest the world ever saw, held at Weatheroak Hill, England, May 21, participated in by the best hill climbers in England, employed solely to beat the QUADRANT, the following is the result:

MACHINE.	RIDER.	TIME.
1 Quadrant Tricycle,	Frank Moore,	1.27 3-5
2 Quadrant Tricycle,	A. J. Wilson,	1.30 2-5
3 Dromedary Safety Bicycle,	J. Moore,	1.36 4-5
4 Humber Crippler,	M. D. Rucker,	1.42
5 Humber Safety Bicycle,	W. Terry,	1.42
6 Quadrant Tricycle,	H. G. Priest,	1.43
7 Humber Safety Bicycle,	S. C. Stephenson,	1.54 4-5
8 Humber Safety Bicycle,	W. Allen,	2.17 4-5
9, 10, 11, 12, did not succeed in getting up.		

Mr. Alfred Bird, who had previously climbed this hill four times on a Quadrant, rode another make of machine in this contest, AND FAILED TO REACH THE SUMMIT, an uncontested proof of the superiority of the Quadrant.

In connection with the above may be taken the fact that the Quadrant holds all Tricycle road records in the United States from 50 to 100 miles (made in the mud on Clarksville's hilly roads), and the world's 1 mile road record of 2 min. 38 sec. as a proof of its easy running.

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About Columbias.

**American Athletic Club,
New York,
Saturday, June 25, 1887.
2 Mile Handicap won on a
COLUMBIA LIGHT ROADSTER.**

Boston Daily Globe.

MONDAY, JUNE 27, 1887.

Rhode Island Wheelmen.

PROVIDENCE, R. I., June 26. The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner of Warren came in first. Time, 1 hour 42 minutes 5 seconds. L. A. Dawson of Pawtucket second, C. M. Morse of Pawtucket third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

Kings County Wheelmen.

6th Annual Meet,

Saturday, June 25, '87.

**8' out of 10 Races won on
Columbias, viz.:**

1 mile novice, 2 mile handicap, relay race, 1-2 mile boys', 1 mile championship, Ilderan Club, 1 mile handicap, 5 mile State championship, 1 mile consolation.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship was the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * *

STARTERS.	Actual time	Minutes' start.	Position.
H. R. Winship.....	1:2:55	8 1-2	1
C. H. Seig.....	1:6:45	11	2
W. J. Maas.....	1:7:3	11 1-4	3
T. F. Palmer.....	1:7:51	9 1-2	4
H. Mangle.....	1:10:23	11	5
W. M. Cook.....	1:8:55	8 1-2	6
F. E. Spooner.....	1:11:43	11 1-4	7
C. B. Pierce.....	1:7:30	6 1-4	8
R. E. Schmidt.....	1:10:50	9 1-2	9
H. L. Wheeler.....	1:15:32	14	10
Martin Bowbeen.....	1:8:55	6	11
F. T. Harmon.....	1:9:47	6 1-4	12
T. M. Crennon.....	1:09:00	5	13
B. B. Ayres.....	1:11:7	6 3-4	14
M. D. Wilber.....	1:10:43	6 1-4	15
W. D. Buckley.....	1:14:00	9 1-2	16
W. A. Davis.....	1:12:5	6 1-4	17
Frank Riggs.....	1:16:23	10 1-2	18
H. L. Fulton.....	1:18:20	11	19
R. A. Ehler.....	1:18:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster....
2	Columbia Light Roadster....
3	Columbia Light Roadster....
4	Victor.....
5	Columbia Light Roadster....
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster....
9	Columbia Light Roadster....
10	Expert Columbia.....
11	Champion.....
12	Columbia Light Roadster....
13	Columbia Light Roadster....
14	Columbia Light Roadster....
15	Columbia Light Roadster....
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion.....

R. I. Div. L. A. W.

25 Mile Road Race,

Saturday, June 25, 1887.

Won by M. Turner on a

COLUMBIA LIGHT ROADSTER.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. * * * * * The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. * * * * * Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.—*Bicycling World, June 17 1887.*

Starters. Machine Ridden. Position at finish.
L. A. Miller, 54-in. Columbia Light Roadster. 1st
Wm. Harding, 52-in. Columbia Light Roadster. 2d
E. A. Debois, 52-in. Columbia Light Roadster. 3d
F. L. Damery, 51-in. Columbia Light Roadster. 4th
Ludwig Forster, 54-in. Victor. 5th
S. J. Mills, 53-in. Expert Columbia. Did not finish.

Lynn, Mass., July 4, 1887.

3 mile amateur, 3 mile professional handicap, boys' mile handicap, 2 mile professional handicap, 2 mile amateur handicap, 1 mile run,

WON ON COLUMBIAS.

**POPE MFG. CO.
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5 cents a copy.

BOSTON, 15 JULY, 1887.

Volume XV.
Number 11.

"Where hills have been climbed, where great road races have been run, where wheels have been tested to their very utmost, the VICTOR has been found at the front to tell its own story."—O. W. Co. Catalog.

Among the Many Battles

Which grace the shield of the VICTOR are the names of

**BIG
4**

CLARKSVILLE,
CRAWFORDSVILLE,
"BIG 4," 100 MILES,
BOSTON 100 MILES.

**BIG
4**

All 100 mile events--open to the world.

Many Races,

Including such as "The Eastern Club Race," "The Wanderer's Road Race," &c., have been won on VICTORS, but we mention only the fields which have been open to all comers. THE VICTOR FEARS NO COMPETITION, and glories in no race where any rider is barred.

In several instances where a choice of different bicycles was given the winner as a prize the Victor has been chosen.

Overman Wheel Co.

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THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

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JOHN HARRIOTT,
MEDALS and BADGES,

Also BICYCLE CLUB PINS OF EVERY DESCRIPTION. DESIGNS ON APPLICATION.

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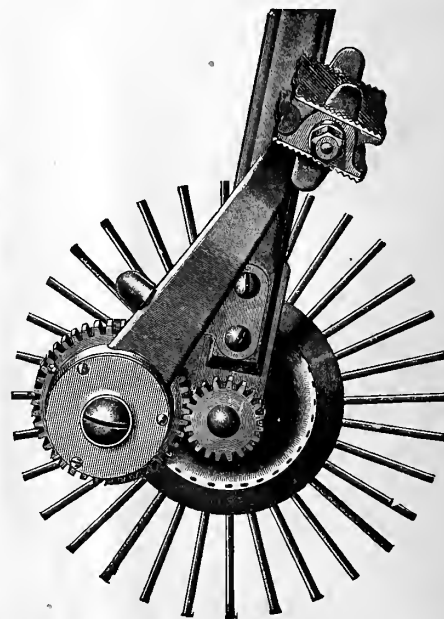
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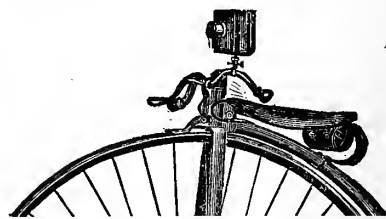
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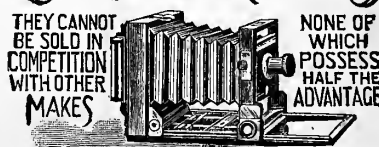
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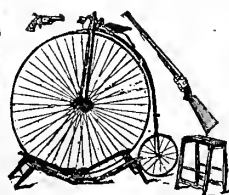
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 15 JULY, 1887.

WE were asked the other day by a cyclist, if in our opposition to the use of sidewalks by wheelmen, we included the foot-paths sometimes to be found on country roads between towns and villages. We unhesitatingly said that we did not, and we often avail ourselves of these narrow paths. There is a vast difference in using these unfrequented paths and the sidewalks of a populous village. But even in using the country road path, the pedestrian should be given the right of way in every instance.

THERE is one good thing in the fact that racing is taking a rear seat in the public's interest, and that is, that touring will most probably be a more prominent feature in the wheelman's life. We hold that there is no more delightful phase of cycling than that of touring, it is the *sensible* side of cycling. We all like to see trials of speed and endurance, and in fact, can one be found who has been brought up among English speaking people, that does not delight in these exhibitions of skill and pluck. Still the real bodily and mental benefit to be obtained by cycling is only found in the moderate and constant use of the wheel on the road, and if a man has a notion to see what is outside his door-yard, let him take his wheel and, with one or two congenial companions, explore unknown regions in search of adventure, health and fun. The cycling tourist like the yachtsman, should be of a philosophical nature, ready to take circumstances pleasantly as they arise. The yachtsman has constantly to contend with adverse winds, no wind at all, and strong head tides. If he be a true sailor he will patiently bide his time and wait for better and fairer wind and tide. The cyclist has the same patience destroying elements to spoil his disposition, one of which is the same as the yachtsman, namely, head wind. Then in place of opposing tides and rough seas encountered by yachtsman, the wheelman can cultivate good nature by taking sand and hills, and at the same time smile sweetly and feel happy. Let the tourist's motto be "*Ohne hast.*" Let him start out on a week or two trip, not caring one whit whether he covers ten or one hundred miles a day. Touring is not all joy and jubilation, there is just difficulty and annoyance enough to give to healthy, vigorous, body and mind piquancy of feeling. The tourist must not be a grumbler, but with the good nature of a Mark Tapley, and the pluck of a Stevens. We are glad to notice that touring is becoming, year by year, more popular among wheelmen.

THE GREAT JUBILEE TOURNAMENT.

WE are indebted to *Bi. News* for the following extracts and points of the great tournament at Alexandria Park, London, June 23, 24, 25. Big crowds attended, and the management was all that could be desired; the only hitch was caused by the watering machinery giving way, and thus the track could not be watered and kept hard as intended. W. A. Illston made the first heat of a half-mile amateur handicap, starting from scratch, in 1m. 18 4-5s. He won the first heat of the second round in 1m. 19 3-5s., and the final in 1m. 18 3-5s. in the face of a strong east wind.

The next race was the tandem tricycle, the final heat of which was run off on Saturday, and resulted as follows: 1st, E. Kiderlen and T. H. English; 2d, C. E. Taylor, and J. O. Morris. Time, 9m. 5 4-5s.

The only race run right through on the first day (Thursday) was the professional mile handicap, the heat winners being F. J. Lees scratch, A. J. Poole 120 yards, E. Marlow, 100, R. J. Patrick 100, and R. Temple 10, J. Battensby 45, and A. A. Robb, 140, qualifying as fastest losers. The final heat was a most interesting one, Patrick being looked upon as "the pea." He took the lead, and cut out the running at a smart pace until close home, when Marlow, who had been hanging on, drew out a well-timed effort, and won, R. Temple third, and F. J. Lees fourth. Time, 2m. 45 4-5s.

In the five-mile race for the Challenge Cup, the following was the result: W. A. Illston, 1; Fred. J. Osmond, 2; J. E. Fenlon, 3; E. M. Mayes, 4; J. H. Adams, 5; H. Synyer, 6; E. Hale, 7. The last-named, with Fenlon, did a lot of pace-making, Illston generally laying third, with Synyer, Adams and Osmond close up in the order named. Time, 15m. 15 4-5s.; Osmond, 15m. 16 1-5s.; Fenlon, 15m. 17s.; Mayes, 15m. 17 1-5s. Last mile, 2m. 45 4-5s. The first four men were therefore qualified to ride for England in the challenge shield race.

Friday's programme opened with a mile first-class tricycle handicap, first in each heat and two fastest seconds (which should have been two fastest losers) to ride in the final.

Final heat—E. Kiderlen, scratch, 1; R. J. Mecredy, scratch, 2; W. M. Appleton, 65 yards, 3. Mecredy made all the running at top speed, Kiderlen waiting on him, whilst Appleton kept going at his best pace. Just before the bell the scratch men caught the Bristol flyer, and the Irishman led to the three-quarter mile post, when Kiderlen slipped by, and went on with the lead. Mecredy made a supreme effort in the straight, but the Dutchman responded, and won cleverly by a short yard. Time, 2m. 59 3-5s.

The final heat was run off on Saturday, Howell being an absentee, possibly by reason of the loud threats of the bookmaking division, who had determined to give him a warm reception. The race resulted as follows: F. J. Lees, £20, 1; R. H. English, £7, 2; T. Battensby £3, 3; W. M. Woodside, 4; D. Garner did not finish. Woodside, Garner and English did most of the pacemaking, but Lees was always handy, and spurting down the hill, he came into the straight with a clear 10 yards and won, English getting home about half a yard in front of Battensby. Time, 15m. 4 1-5s. Last mile, 2m. 42 3-5s.

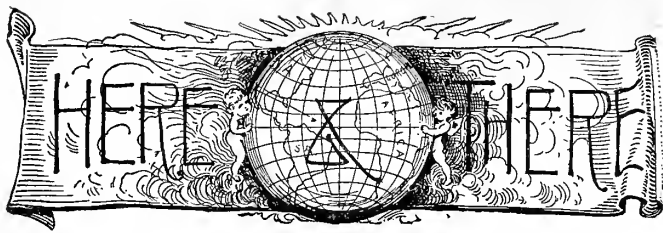
The two-mile scratch open tricycle race resulted as follows:

Final heat—This, one of the best races of the day, resulted as follows:—E. Kiderlen, 1; G. Gatehouse, 2; F. Moore, 3. To all appearances Kiderlen was hopelessly shut out when some fifty yards from home, but he suddenly made a marvellous effort, and going two yards to his opponent's one, dashed between them with nothing to spare on either side and won, just getting clear as he crossed the tape. A more sensational finish we never saw, and we shudder to think of what would have happened had the Dutchman misjudged his steering by the fraction of an inch. Time, 6m. 41 3-5s. Last lap, 51 2-5s. (equal to 2m. 34 1-5s. for the full mile).

In the one-mile first-class handicap bicycle the following was the result: E. M. Mayes, 20 yards, 1; B. Hinchcliffe, 70 yards, 2; D. Mendy-Parry, 75 yards, 3. The Surrey man came home a popular winner. Osmond was fourth, Synyer retiring. Time, Mayes, 2m. 43 4-5s.; Hinchcliffe, 2m. 44 1-5s.; Mendy-Parry, 2m. 44 4-5s.

Finally, came the *piece de resistance*, the great race for the challenge shield, the qualified teams being as follows:—England: W. A. Illston, F. J. Osmond, J. E. Fenlon, and E. M. Mayes. Germany: F. Schwemmer and Ed. Lehder. Scotland: J. G. Paterson. Ireland: J. F. Williamson. The event was run off in two heats and a final.

Final heat:—England 1, Scotland 2, Wales 3.—W. A. Illston 1, F. J. Osmond 2, J. E. Fenlon 3, J. G. Paterson 4, D. Mendy-Parry 5. Fenlon and Paterson did most of the pace-making, the rest hanging on excepting Parry, who fell to the rear. Illston got the lead when the bell rung, and stalling off a determined challenge on the part of Osmond, won by eight yards. Time, 15m. 14 3-5s.; Osmond, 15m. 15 4-5s.; Fenlon, 15m. 16 3-5s. Thus securing the shield a second time for England.



NEW YORK.

"THE RAVEN."

NOTHING probably has more clearly shown the moral effect of the Bicycle Bill, than the change of base on the part of the press, which in many cases allowed itself to be used for partisan purposes by irate and bigoted horse-owners. The persistency and consequent success of the wheelmen, and the display of their perfect organization throughout the State and country at large, has opened the eyes of the press, and consequently those of the public, to the fact that we are men, not boys, and are a power too strong to be either laughed down or over-riden. The politicians, too, ever ready to trim their sails to a favoring breeze, have seen in the one we raised over the attempted defeat of the bill, evidence sufficient to warrant them to expect a gale of no small magnitude in event of any unfavorable action on their part. It is only now after the smoke of the fray has entirely passed away that one can appreciate the really splendid victory cycling has gained. The stronghold of the horsemen has been invaded and captured, and this last bulwark of opposition has been swept away, never to return. Wheelmen can never henceforth ask of what good the L. A. W. is, nor be sufficiently grateful to Messrs. Bidwell and Potter for their efforts in the behalf of cycling right and justice.

I UNDERSTAND the "Owl" has taken offence at my remarks concerning him in this column, and intends to come gunning for me as soon as he has learned to shoot well enough to hit the side of a house, without first going inside and shutting the door.

THOUGH the prayers of the wicked are said not to prevail, yet I do not think your "cry for a decent cycle engraver" will have "to go up to heaven unheard forever." I admit that there is a scarcity in this line, but there is still one who can and does know how to draw a wheelman so as to be somewhat true to nature, and that is George Moore. Am I not right?

MR. ALLEN D. KELLEY, of the *Evening Sun*, was the writer of the recent article on cycling that appeared in the *Sunday Sun*, in the shape of an interview with Chief Consul Bidwell. Mr. Kelley is favorably inclined towards wheelmen, and has placed the "Owl" in charge of a wheel column on his paper. It is to be hoped that this will meet a want wheelmen here have long felt.

THE orders from the Park Commissioners to the park police to remove all restrictions from cyclists in the park was read from the sergeant's desk in the armory at 12 midnight, Friday. Messrs. Harris and Brayfogle, of the New York's, were at once upon their wheels, and took record for being the first wheelmen to utilize the freedom so hardly fought for and thus tardily granted them.

THE ravine that destroyed the Riverside Drive at 92d Street is now spanned by a rickety old wooden bridge. A plan was submitted to the Park Board to have it bridged by an ornamental arch, but Mr. Jno. D. Crimmins immediately defeated this and substituted one of his own, which consisted in having it filled up at an equal expense. Mr. Crimmins does not build arches, but he is a contractor in the dumping line. "Are you on?"

I MET William M. Wright a few days ago. He has returned to New York after a four years' residence in Florida. This same "Billy" Wright was the first rider of the wheel in this town who attempted to do any actual missionary work in the way of looking for converts. He got them, but lack of business knowledge made it a costly experiment for him, and today the thousands of wheelmen in New York who practically owe their existence as such to Mr. Wright's generosity and zeal, never heard of him. Such is fame, cycling fame especially. Mr. Wright intends resuming riding, and will join the New Yorks.

THE heart of the "p ath hunter" was made glad, and the song of his prowess resounded throughout the land, on the glorious Fourth. Roseville, and the meeting of the N. J. Division there, claimed the presence and attention of the "cracks," and left undisturbed fruitful fields of gelt and glory for their less speedy brethren. The following are the locations and results: Nassau's Athletic Club's games at Washington Park, Brooklyn. Two-mile handicap. J. W.

Bate, 160 yards, first; Charles Paynter, 250 yards, second. Time, 7 m. 20 secs. Opening games of Yonkers Athletic Club, upon their new grounds. Two-mile handicap, four entries: Morgan Marshal, first; time, 6 min. 22 3-5 secs.

CHICAGO LETTER.

"VERAX."

THE Illinois Division Meet at Peoria last Monday, July 4th, was a great success every way, and the hospitable manner in which we were received and entertained, does great credit to the Peoria boys. Chicago's delegation numbered about twenty, each of the three clubs sending about an equal number. Most of us took the night train, arriving Sunday morning, but a few of the scorchers left Saturday noon, intending to ride in from Aurora. The roads, however, were found to be in a fearful condition, and not much wheeling was done. They spent the night at Peru, and have a good deal to say about the fun they had there. It seems that the town had already begun to celebrate the glorious Fourth, and a large percentage of its male population were what the truth teller calls drunk. The boys had just gotten comfortably located between the streets when a fire was discovered. Birdie Munger rushed for the City Hall bell, and yanked away at it until every one not absolutely paralyzed materialized on the streets. The firemen, they have a volunteer fire department, had been doing the convivial, and were too tipsy to get the engine out. They managed to fumblingly hitch the horses to the engine, but forgetting to unfasten the lock brake, the horses went through the harness at the first crack of the whip. Then there was a rush for the hook and ladder truck. Here was another idiotic endeavor which would have resulted disastrously if Munger had not taken command, and bidding the crowd to hang on as best they could, he sprang into the seat and drove rapidly to the fire, which was a frame house. The boys all turned in with a will, and after a hard struggle, succeeded in putting out the flames and saving considerable of the household effects.

It was providential to the Peruvians that our scorchers were on hand, as the town would have burned up were they not there. I am told they are very grateful, and would entertain us in great shape should we make them a visit. It rained almost all day Sunday, and the contemplated runs could not be indulged in. We managed to wedge in a run to Central Park, where we had a delightful swim in a sulphur pool. In the evening we attended a special wheelmen's service at the Congregational Church, in a body. Everybody went excepting Charlie Gies, Billy Shipwin, Frank Monhar, and a young man from Chicago, named Sonifens.

THE Fourth was a beautiful day, and the city, dressed in bunting, was a picture of holiday recreation. The business meeting was called promptly at 9.30, with C. C. Van Sicklen in the chair. At the morning session there was not much business to come before the house, as Burley Ayers, the Secretary pro tem, did not arrive in time to read the minutes. Street, of the Illinois Club, was unanimously elected Secretary and Treasurer for the ensuing year, Sam Wright having tendered his resignation. The following racing board was elected: Chairman, N. H. Van Sicklen; L. D. Munger of Chicago, E. P. Blake of Bloomington, Howard G. Ridgley of Springfield, and a gentleman from Peoria, whose name has escaped my memory. After the morning session the Chief Consul called parade, and eighty wheels were ready when the bugle gave the mount. After taking in the principal streets in conjunction with the regular city parade, we were escorted to Prospect Hill, about five miles distant, where a charming picnic lunch was served. At the afternoon session of the business meeting, the minutes were read, and it was decided to issue a road book. In the evening the Peoria boys chartered a steamer, and with a bevy of divine beauty, we watched the fireworks, sang, and had a good time generally. And so ended the most successful meet in the history of the Division.

BURLEY AYERS is getting up a run to Fox Lake over Sunday. There will be quite a crowd from present indications.

THAT clever little book of Tom Miller's is selling very well I am told. It is admirably gotten up, and almost indispensable to our club captains and buglers. It is sold by most cycling publishers and large dealers.

"HAVE D. Rogers & Co. skipped?" was an interesting message telephoned in from Milwaukee yesterday. Julius Andrae, the Columbia and American agent there, sent them the cash for a Cunard tandem some time since, and it has failed to arrive. From the rumors going the rounds I should think there was something wrong over there in Newark.

THE Gormully and Jeffery Mfg. Co. last week concluded arrangements with Chas. P. Daniels, who will look after their road flyers hereafter. They will probably have Prince, Whittaker and Munger

at Crawfordsville when they go for the road records. Whit. intends to put the twenty-four-hour record up to 335 miles before snow flies. He will accept Rhodes' challenge on condition that only Light Roadster machines are used.

PHENIX of St. Louis, who finds time to accommodate the greater portion of the cycling press with very readable and chatty correspondence, calls for a good deal of favorable comment from this city. The old time jealous flings from the pens of Chicago and St. Louis cycling scribes are no more, and to just such writers as PHENIX can this be largely attributed. A pleasant word goes a heap farther than a spiteful thrust, and correspondence that is free from this blemish is seldom passed over by the reader.

EVERYTHING has been quiet in cycling circles since the Division meet on "fire-cracker day," and some tall old skirmishing has been necessary, in order to get at anything worth putting in to fill out "space." The sudden departure of the

NEW JERSEY NOTES.

"RATCHET." members of the Cunard firm and their "gilt-edged" advertisement which appeared in the papers the following week, said advertisement having evidently been written when they were preparing to "skip by the light of the moon," occasioned a considerable amount of talk for a few days, and then the subject was about forgotten, except by their creditors. The advertisement referred to is considered a masterpiece, though of what style I am unable to state. Wonder if they will try to gull the American team while in England? I am hardly of the opinion that the Senator Wood-side with them in any attempt at fleecing.

J. C. GILMOUR, of the Orange Wanderers, who fell from his machine and broke his arm on the Fourth, is getting along nicely.

Two more century medals have been run by members of the Atlanta Wheelmen, two members having covered each 105 miles in thirteen hours.

IN the account of the Division Meet the County Wheelmen should have been credited with second place in the team race, instead of the Millville Bicycle Club, which was third.

AUGUSTUS WEBER, of Burlington, one of our fast Jersey cyclers, met with an accident which will deprive him of the use of his legs, having been caught and terribly squeezed in McFiel's foundry, while attempting to pass between the lathe-bed and the walk.

THE New Jersey Wheelmen will take the three o'clock boat on 16th inst. for New Haven, Conn., where they will be taken care of during the night and Sunday by the New Haven Bicycle Club. They will leave New Haven for home at 10 P. M., Sunday. A grand old time is anticipated.

SECOND Lieutenant "William Henry" Peck, the horse scorcher of the New Jersey Wheelmen, rode a distance of sixty miles over rough and ready country roads, 7 July, in five hours. Peck is one of the boys who never lets a road—good, bad or indifferent—stop him, when he wants to "get there."

ON Saturday evening the cyclers of Bloomfield, N. J., and the Sidewalk Committee of the township met and talked over the matter of giving the former the privilege of using the sidewalks in places where the roadway was in bad condition, with certain restraints on reckless riding. The committee finally granted the privilege, though it is expected that many of the citizens will disapprove of this action.

ON Friday, 1 July, Geo. T. Crisman and Dr. Edward Dalrymple rode from Branchville, N. J., to the Delaware Water Gap, seventy-three and one-fourth miles. The round trip consumed about twelve hours, 28 miles, from Dingman's to the Gap, along the river, being covered in 2h. 45m. They registered at the Gap at 11 A. M., reaching Branchville at 9 P. M., a lost crank pin having delayed them some little time.

THE five-mile road race under the auspices of the Union County Wheelmen, announced for 9 July, was postponed to 23 inst. on account of a death in a member's family. The race is open to all riders in Union County, and three medals will be awarded—a \$25 gold medal for first; a \$15 gold and silver for second; and \$10 silver for third. The route will be ten times around what is known as the "half-mile block" in Westfield. The Elizabeth, Hudson County, and New Jersey Wheelmen, and the Plainfield Bicycle Club have been invited to be present, and a good time is assured. The new club house is completed, and the inside is being handsomely decorated.

THE latest piece of news is the sudden retirement of Charles E. Kluge from the firm of Reber, Saich & Kluge. It was generally

supposed that Kluge, as a representative of the King Wheel Company, was a fixture in the former concern, but on Friday he ceased to be a partner. It is also reported that Charley has made an arrangement to ride the Columbia wheel in future. The reason for his sudden change of base I was unable to ascertain, but there is doubtless more in the matter than appears on the surface. At any rate, if the Columbia people have secured him, they have got hold of a man who will do them no discredit on the path or road.

WASHINGTON.

"T. HANDLES."

TAKE notice, please, that letters from this section will be dull and uninteresting until the fall season sets, and lay no blame on the writer; for he is one who doesn't coin news to fill up with, nor exaggerate trifles into lengthy newspaper articles, simply for the purpose of having something to say. It's an old chestnut to say "cycling is exceedingly quiet here just now," but what's a fellow to do?

SPEAKING of newspaper articles, Mr. Editor, I am aware it betokens enterprise on your part to change my copy, when I write of an affair that "will occur," to "occurred" in your issue appearing after the date mentioned; but you missed it on the Cycle Club's excursion booked for Wednesday last. That excursion did *not* come off. Owing to the uncertain and rather threatening weather, President Pettengill declared it postponed at the boat, and many who went down to the wharf on the chance of going, either returned home disappointed, or went on some of the other excursion steamers which left about that time. Notice of the postponement was published in next day's papers. I do not know when it will come off.

THE Capital Club's committee of seven who waited on the District Commissioners, have succeeded, I understand, in having the ordinance relating to lamps repealed. Through the testimony of a Naval Engineer, to the effect that a bright light in the eyes of a pilot did more harm than good, and of pioneer wheelmen here, who several years ago gave the lamp question a thorough and practical test with most unsatisfactory results, it was made clear to the minds of our City Fathers that the public is best protected by the vigilance of the bicyclist. How this careful watchfulness is to be exercised with a continuously ringing bell constantly drawing attention to approaching bicycles, rendered obscure in the darkness, which also prevents pedestrians judging correctly their rate of speed, I cannot see. If the bells are to stay, so should the lamps.

LEGALLY, too, the bicycle is a vehicle, and all vehicles by the new law are compelled to carry lights after dark. Moreover, silent steeds, such as sleighs or other conveyances on runners, are required to carry bells; then how can the discriminations in favor of wheels be maintained. If it is, wheelmen who are sued for damages arising from accident in the absence of light and bell, will find this discrimination will go hard with them in the judicial mind, even though sustained by our executive branches of municipal government. The argument that a bicycle lamp will blind the eyes of a cyclist is too absurd to find weight in a *wheelman's* eyes; perhaps the Commissioners may be led to accept that view of it, but we all of us know that a hub or head lamp throws comparatively no light to the rear, and even what little is so cast may be easily cut off. It has been urged that "the constant tinkle of dozens of little bells on bicycles approaching from all directions, will do more to alarm pedestrians than to give them warning." How funny! To what point in Washington are bicycles liable to rush from all directions in dozens? We have no Anhauser-Busch Brewery here. One would think half our population rode wheels, from such language.

No; the true plan if we have bells to give auricular notice of our being in the vicinity, is to also have a lamp, in order that pedestrians may locate our exact whereabouts and direction of travel. I repeat, if the bells are to stay, so should the lamps.

THE Cycle Club went to Rockville on Sunday last. A billiard tournament is in progress at their club house between Babcock, Barrington, Burden, Collamer, Duvall and Fishback, each to play each other one game. At present Barrington and Collamer stand ahead—having each played four of their five games, and won three of them.

WHILE Baltimore and Philadelphia are each hesitating over extending an invitation to the League to hold its next meet within their jurisdiction, I would gladly see Washington step forward and ask for the privilege of having it here. This means considerable, though, for we have but one League club, only about thirty strong, and the Capital Club would of course do nothing. The entire District League membership is not a hundred, all told, and what few of those are Capital men may be relied on as far stronger in allegiance toward the club than toward the League. On the other hand, we have unexcelled streets and runs, as well as buildings and points of

national interest for visitors; though we must combat the claims of Baltimore and Philadelphia for their "turn," and fight shy of the question of geographical location.

"CHAS. SULZNER, Consulting Bicyclist," is the caption of an ad. I notice in the *Bulletin*. Well, well, what next? Does Mr. S. think young men contemplating the purchase of a mount have no friends with whom to consult on the subject, or are wheelmen so few in the country at present, or so timid about expressing their opinions and preferences that a counsellor is not easily to be had? I venture the assertion that there is not a young man in Washington but who has from one to twenty friends who are wheelmen, and there's a supply of advice for you as inexhaustable as the "wl's" store of almanac jokes.

CALIFORNIA is getting a little taste of what the South has so long endured, viz.: Lack of patronage. She needn't grumble, however, for her extreme western location is to her what the inactivity of the South has been to us. Lately, Pennsylvania, Maryland, District of Columbia and Virginia have "boomed," and are necessarily brought into more prominence, but I don't see how California could come East very well to overcome the cause of her difficulty. "London W." says "the location of a League championship in California is a very nice sop to throw to the far West," but our Occidental brethren have declined to accept.

ST. LOUIS.

"PHENIX"

OF course I shall see that the WORLD readers have the result of the great De Sota race between Stone and Greenwood. Speculation is rife, and I am free to confess that the "fence" is an excellent place for me while discussing this question. It will be a race for blood, as both men feel edgeways towards each other. Both men have strong partisans, and both are confident themselves. Well, we shall know all about it by this time to-morrow night. In the meantime I will send these short notes along now, and send report of race first thing Monday.

THE girls are safely ensconced in their "bachelor" home at Clarksville, and were last Sunday visited by a party of friends.

THE *American Wheelman* tells us of coming sketches of Western tours. Who will do the touring? A leading question elicits only a "fishy" response.

THE Facile is again in our midst. A year ago, Barnes, a 225-pounder, rode one of the machines until he discovered that even a safety wouldn't prevent headers. The new machine is regarded as a curiosity.

ROGERS and Klipstein will take in the Eastern tournaments this fall, and "Klip" will be the guest of Dr. Emery of Boston. Manufacturers desiring the runs of their wheels tested on two-foot curbs, take notice.

HARRY COREY writes to a St. Louis friend that with cycling, rowing, tennis and yachting, his spare time is fully taken up. What a joy it must be, to evolve from a little, yellow-legged racer (no offence, H. D.) into the cycling manager of a great house.

TO Ralf Ahl, just back from *Parce*, and the first cyclist who made a mile in America under three, all blame attaches for the fact that yours truly became the affliction that he is. A copy of the BICYCLING WORLD, left in his father's St. Louis office in '82, did the work.

A. T. STEVENS, who captured last year's mileage cup, offered by the Missouri Club, now hobbles patiently about on crutches, till the light trike arrives. Meanwhile, he has organized a first-class glee club, who are making good progress, and will sing at next winter's entertainments.

RECORD OF

THE WEEK.

THE sloop Undine carried a merry party down East on a week's cruise last Saturday. The party consisted of "London W.," E. C. Hodges, Kennedy-Child, W. W. Keith and W. F. Ford, all of the Boston Club. These salt sea dogs will take it easy down the coast, stopping wherever fancy or inclination dictates. Gloucester was the first port the ancient mariners put into. Until their return we cannot say or know what their course has been, or what resort has been made lively by their presence.

HILLMAN, Herbert & Cooper allude to Temple as a "little boy." Well, he may be "little," but, oh my! eh, Richard Howell?

MECREDY owns and rides what is supposed to be the lightest racing tricycle in the world. It is a "Cripper," and weighs only twenty-seven pounds.

WE are pleased to hear that the Cambridgeport Club has decided to join the Eastern Road Club Association, and will have a team.

CHIEF CONSUL JESSUP has appointed John A. Wells as representative. Is this a sop to Cerebus? Is this the outcome of the genial John's attitude toward the League lately?

"SENATOR" MORGAN answered to the toast, "Our American Guests," at the great Jubilee banquet at Alexandria Park, June 25, and his friends say the silver-tongued Senator did nobly.

AT the late meeting of the Pennsylvania Division at Wilkes-barre much comment was indulged because of the absence of the Germantown Club, one of the most influential in Pennsylvania.

RALPH TEMPLE will sail for the land of Stars and Stripes sometime in November, while Morgan and Woodside will tarry abroad, visiting their respective homes, and organize some six days' tournaments.

CHIEF CONSUL JESSUP of Pennsylvania, is the most distinguished looking of all the League officials it has been our good luck to see by means of a photograph.

EDITOR CORSON of the *Star Advocate*, has been touring in Maine and New Brunswick. He tells in his bright little sheet what a jolly time he had among the Canucks.

WE are advised that a strong effort is being made to organize a foreign invasion of America; the army of aggression it is hoped will contain Howell, Duncan, Medenger and others. We hope this rumor will assume the concrete form of a fact.

THE Boston Club six-in-hand went out to Hough's Neck last Sunday with a merry crew of six. As usual the appearance of this strange vehicle caused no end of amazement and fun along the route.

THE American team have engagements all through England for the months of July and August; they will then go over to the "Continong," to fill engagements in France, Germany, Austria, Norway, Holland, and other Continental countries.

RALPH TEMPLE has the distinguished honor of having beaten every one of England's best professionals from scratch. English, Lees, Battensby, and Howell have all had to lower their colors at least once to the phenomenal little Yankee.

THE five-mile handicap of the Orange, N. J., Wanderers, run off on the Roseville track, resulted in a win for C. S. French, in 18 minutes 38 3-5 seconds. A. E. Cowdrey was second and L. H. Johnson, scratch, third.

It is said that Percy Furnivall is to "figger" as a hero in a novel, the plot of which is based on Browning's poem of Waring. It is really stated as a fact, that the author has taken Mr. Furnivall, and proposes to work him over into a most delicious hero.

FRIENDS of Mr. C. R. Overman will be glad to learn that he is getting over his terrible experience with the expert (?) Western dentist. Very soon the jolly Larry will be able to wag his jaw as of old.

MESSRS. F. BARNES and Elias Jones of Vineland, N. J., took a novel sail on a Star bicycle last Fourth. Their sails were of national colors blended together with attractive ornaments, and in the evening Chinese lanterns were hung in the rigging, making a most brilliant display.

HENRY E. DUCKER has already begun to cultivate the tournament fever in Buffalo. We are just in receipt of a laconic message from him, as follows: "The soil of Buffalo is good for bicycle tracks, and don't you forget it. Yours truly, HENRY E. DUCKER."

It was a lucky thing that the fatal accident in New York, caused by a fractious horse being scared at a bicycle, occurred after the Liberty Bill had been signed, for, absurd and unjust as it would have been, the enemies of the bill would have used it as a club for all they were worth.

LAST Saturday Howell and Temple met to prove who is the fastest man at one-fourth, one-half and one mile. The big Englishman has been writhing under the defeat he received at Temple's hands, and is anxious to wipe out the memory of his defeat, by turning the tables on the "little big un."

ALL who saw the mimic tool bag used as a cover to the menu at the banquet in St. Louis, will appreciate the following, taken from the *Spectator*: "There was one of our visitors at the meet—from Indiana, I think—who evidently did not appreciate all the niceties of the banquet. He took up the menu, examined it carefully, and remarked in a deprecating way, 'It's mighty purty, but you can't use the doggoned thing.'"

VICTORIOUS QUADRANT!

The First Conqueror of Weatheroak again Demonstrates Its Superiority.

In the greatest hill climbing contest the world ever saw, held at Weatheroak Hill, England, May 21, participated in by the best hill climbers in England, employed solely to beat the QUADRANT, the following is the result:

MACHINE.	RIDER.	TIME.
1 Quadrant Tricycle,	Frank Moore,	1.27 3-5
2 Quadrant Tricycle,	A. J. Wilson,	1.30 2-5
3 Dromedary Safety Bicycle,	J. Moore,	1.36 4-5
4 Humber Crippler,	M. D. Rucker,	1.42
5 Humber Safety Bicycle,	W. Terry,	1.42
6 Quadrant Tricycle,	H. G. Priest,	1.43
7 Humber Safety Bicycle,	S. C. Stephenson,	1.54 4-5
8 Humber Safety Bicycle,	W. Allen,	2.17 4-5
9, 10, 11, 12, did not succeed in getting up.		

Mr. Alfred Bird, who had previously climbed this hill four times on a Quadrant, rode another make of machine in this contest, AND FAILED TO REACH THE SUMMIT, an uncontestable proof of the superiority of the Quadrant.

In connection with the above may be taken the fact that the Quadrant holds all Tricycle road records in the United States from 50 to 100 miles (made in the mud on Clarksville's hilly roads), and the world's 1 mile road record of 2 min. 38 sec. as a proof of its easy running.

SINGLES AND TANDEMS NOW READY FOR DELIVERY.

**SAMUEL T. CLARK & CO., Sole Importers,
2 AND 4 HANOVER STREET,
Baltimore, Md.**

Send for Illustrated Catalog.

Some of the Trade

Delight in informing their friends that we do not sell any wheels to speak of, that the demand for them is very light in wheeling centres, where bicycle riders are posted.

We Append Herewith

A few letters from some of our agents who had given up a well known line of wheels rather than ours.

LOUISVILLE, Ky., April 18, 1887.

Dear Sirs: We have sold twenty-five Champions so far—twenty-one in the city, the balance outside, which is double the number of fine wheels ever sold in Louisville by both the agencies put together in a year, and I think we will sell not far from one hundred Champions this season. It has not been hard work to sell them—they sell themselves. If an old ——— rider is skeptical he is the man I want to get hold of, and let him first try an ——— and then a Champion. In this way we have mounted seven prominent riders on full nicked Champions. Of course, this has had an effect on choice of wheels for beginners, which we intend to keep up. In fact, the machine has the most good talking and taking points of any machine I ever saw. For instance, you can grasp the large wheel and backbone of an ——— just above the step—it is not very hard work to bring the wheel and backbone together. Now try the Champion, and you will find that it don't go together worth a cent, and as the backbones on both wheels are nearly the same, one must give in the head and the other doesn't. I have ridden my own mount (a Champion, of course) over 500 miles this season, and have given it a pretty thorough test on rough roads, and I certainly would not exchange it for anything in the wheel line I ever saw. I rode it April 3d (after the snow storm) eighty miles, from Harrodsburg to Louisville, in ten hours, with six inches of mud for forty miles, and not anything loosened but a spoke. (I'll not say anything more about the Champion now; you may think I'm trying to sell you one.) Our successor has sold one ——— so far.

HERE'S ANOTHER:

The New Orleans agent, by far the largest 'cycle dealer in the extreme South, says:

NEW ORLEANS, La., April 21, 1887.

Gentlemen: Your favor of the 15th inst., asking for a candid expression of opinion as regards the American Champion Bicycle, manufactured by Gormully & Jeffery Manufacturing Co., has been received. In reply, I would say that in all my experience I have not

found a wheel that gives such entire satisfaction and sells as readily as the "Champion." I have sold it since first introduced, and in this State it outnumbers other makes of high grade wheels about seven to one. It has proved a durable, easy running wheel, and its reputation here is fully established. You can recommend it to your customers with the utmost confidence. I could send you any number of direct testimonials, but infer you are writing for what is called a "condensed" experience.

AND STILL ANOTHER.

The Cincinnati agency is equally enthusiastic. Any one who has seen the four-horse teams of Cincinnati will understand the reference to the roads in the following:

CINCINNATI, O., April 10, 1887.

Dear Sirs: We are in receipt of yours asking information regarding the Gormully & Jeffery goods. We feel that we cannot say too much as to the good merits of their machines. We have handled the "Ideal" for four years and the "American Champion" from its first appearance last season. In every instance they have given perfect satisfaction to the purchaser. The American Champion, for ease of running, rigidity and general durability, is not excelled by any wheel. The American Challenge is a good staunch roadster at a moderate cost, that has proven itself by actual usage on our roads (and worse could not be found in our immediate vicinity) to be a thoroughly reliable machine, answering all the requirements of a good all 'round bicycle at a moderate cost. The Ideal is beyond a doubt the best boy's wheel ever produced. The success of the wheel has been phenomenal about Cincinnati, and it is certainly well earned. It affords us great pleasure to offer these machines to the public, knowing that for thorough workmanship, reliable construction and good quality of material employed in their manufacture, they are all that is claimed for them and sure to give satisfaction. We congratulate you on having added these wheels to your list, and wish you every success that they are bound to bring you.

There are plenty more to follow. In fact we are prepared to satisfy an extraordinarily keen appetite for reflection.

Catalog on application.

Gormully & Jeffery Mfg. Co.

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

THE kind words spoken for Woodside by the English press must be very comforting balm for the sore heart of the Irish-American. *Bi. News* says: "We are heartily sorry for Woodside, for his failures must have told on his spirits, but we trust the well-earned rest he is now taking will make him a new man."

As Morgan does not seem to be able to down the Englishmen, he is about to make a match with George Ace, the Welsh champion. Morgan will race him at one, five, twenty, twenty-five and fifty miles, the winner of three of the races to take the title of Champion of Wales. The first race will take place on August 27th. The stake is £25 a side for each distance.

THE cycling centres in and near London, have, during the past few weeks, been thronged with "celebrities" from everywhere. All Britain's best men have been there, and the continent has sent the finest they had. By the way, what between Mccredy the Irishman, and Kiderlen the Dutchman, the Englishmen had to hustle along to get any of the firsts in races in which these two big men entered.

PRIVATE advices state that Woodside is decidedly "off" this year. He has gained many friends and admirers in England since his advent there, and there are those who say that before the season is past, he will show up in his old form. Woodside and Temple have been taking a ten days' vacation at Brighton, while "Senator" Morgan betook himself to the village of his nativity in Wales, for the same space of time.

JUST AS we go to press, we have news of the Boston Bicycle Club yachting party. All were well, but the "Kid" is broken up with *mal de mer*. He hopes, however, to get a grip on his stomach in a day or so, and then, he says, he will do his level best to catch up on the provender and lush account before the party reach the moorings at South Boston.

THE SPRINGFIELD papers, from a cyclist's point of view, are vastly different affairs from what they were this time last year. Now our eye fruitlessly wanders over the pages in search of "ye item," and, alas! we feel that the glory of the old days has departed. We expect to see evidences of life and a renewal of the Springfield fever at Buffalo ere long.

THERE is one thing in Tom Steven's book that is very disappointing to the cyclist, and that is the poor quality of the drawings. So long as W. A. Rogers wielded the pencil they were fairly good, but just as soon as Hooper attempted to do the illustrations, then the least said the better. Tom Moore should have had that job, and then the book would have been an artistic as well as a literary success.

WE notice that the Baltimore *Argus* man has called forth considerable comment by his unfortunate and uncalled for allusion to the League as being a beggar, asking for some one to entertain the members next year. Last week we printed a letter from a Baltimorean, which pretty positively voices the sentiment of the Baltimore wheelmen. The *Argus* man's views do not seem to be the views of the majority of the Monumental City cyclists.

THE hill climbing contest of the Manchester, N. H., Bicycle Club took place on Hanover street, that city, July 2. The distance, one-quarter of a mile, was covered by the winner, President F. C. Moulton of the bicycle club, in 1 min. 17 7-8 sec.; C. H. Fish, second, 1 min. 25 sec.; C. E. Temple, third, 1 min. 35 sec.; M. Sheriff was starter, A. N. Davidson timekeeper, and H. N. Bennett, E. P. Laing, W. E. Eastman and Harry Clay, judges.

AT a meeting of the N. Y. Board of Park Commissioners held lately, the following resolution was adopted: "President Borden is hereby authorized to instruct the park police to admit bicycles and tricycles on all the drives of Central Park. The wearing of uniforms will not be required, and no special permit will be necessary." Up to this writing the privileges granted by the passage of the bicycle bill have not been taken advantage of, awaiting this action of the Park Board, and we did not desire to show undue haste. This resolution, then, removes all further obstacles, and before this paper reaches our readers, the New York wheelmen will be speeding over the pleasant and shady drives of Central Park. Selah!

THE *London Globe*, commenting on John Ruskin's late attack on cycling, says: "The Sage of Coniston has lately fulminated against cycling in the interests of 'Shanks his Mare,' and the adequate study of the picturesque. It is to be feared that his protest is likely to be as practically effective as Mrs. Partington's contest with the Atlantic ocean. Cycling is not to be wiped out any more than the ocean was to be mopped up. Mr. Ruskin can have no idea of the dimensions of the giant to which he thus carelessly gives battle. * * * Cycling is now a very great interest with a history of its own, and having a special dress, a special training, special vehicles, special clubs, special organs in the press, and what not; more-

over, it is secure in the sympathies of women as well as men. In the course of 1885, Viscount Bury ascertained that there were as nearly as possible 400,000 cyclists in the kingdom, and that number may by this time have run up to the half million. Think of that, Mr. Ruskin! Why, cyclists will soon be wanting representatives in Parliament, though we hope that, unlike other powerful bodies, they will not, in voting, think first of their hobby, and only afterwards of their country."

THE box of "X Thousand Miles on a Bicycle" has arrived in Boston, and we are in receipt of our copy. We have barely had time to more than scan casually. Naturally, we turned to see what he said about ourselves, and were much amused at the calm assurance with which he treated our matters. We hope the rest of his book is more to be depended on as reliable and authentic than are the deductions he draws in the *WORLD's* case. Another amusing feature is the way he speaks of all cycling papers, both at home and abroad, as "Trade Circulars." Karl is apt to be caustic sometimes, but really he is not so bad a fellow, or so savage a one, as he would make himself out to be. We can afford to laugh at his dubbing us (and others) nothing but "Trade Circulars."

A LEWISTON, Me., cyclist and horseman were discussing the relative speed and endurance of a good road horse and a good road wheelman. The wheelman told some pretty stiff stories about 2.30 and better for the mile. The horseman returned chaff for chaff, until at last a bet was made to race a twelve-mile course—to Sabattis and back. The horse was a quarter of a mile ahead at Sabattis, but on the run home the cyclist caught Mr. Horse and came back to the starting point a winner by over a minute. Both animal and wheelman were used up, but the cyclist now sports a fine silk hat, and he did not pay for it either. The horseman's respect for the bicycle has gone up considerably.

THE *Argus* of Baltimore gets off the following: "We are entering a crisis in the history of the League. The next few months must decide its fate. Although the membership is daily increasing, yet the larger it grows the harder it is to hold together; as the band grows bigger and the glamour wears thin, the louder will grow the Banquo-ghost cry of the League: 'What has it accomplished?' and if that cry cannot be silenced by the League, it will silence the League. How can that cry be silenced forever? By a proclamation from the officers of the League, stating the object or objects it desires to accomplish." We have always been looked on as carpers at the League, but we must say that if they had never done anything else, the success in putting through the New York Liberty Bill should "silence" the caviller.

A GENTLEMAN named J. A. McLaughlin, living in Warden, P. Q., thus writes: "I saw in the *WORLD* a few weeks ago, that Rat terriers mounted wheels in Boston. I don't think we have any terriers on wheels in Canada, but I have a rat that has ridden the wheel with me for two years, and he seems to enjoy the sport as well as I do. I took him out for a turn last week, and while descending a hill I took a header, and when I picked myself up I found Mr. Rat on the saddle all serene. Find endorsed his photo, which is not very good, but you can see him if you look sharp." The cabinet picture is before us and shows the writer standing by his machine, holding it by the handle-bar. Mr. Rat appears seated on the saddle looking like a veteran scorcher. We doubt whether this story of Mr. McLaughlin and his rat can find parallel in the history of cycling.

CAPT. A. D. PECK, JR., and James W. Burr, of the Massachusetts Bicycle Club of Boston, have arrived in Washington, D. C., having accomplished the greater part of their trip from Boston on their machines. "We had a most enjoyable trip," said Capt. Peck to a reporter. "We left Boston June 30, and came by easy stages to Providence; took in the Harvard and Yale boat race on the way, and then, crossing Long Island sound by steamer, we wheeled the whole length of the island, and arrived in New York on the Fourth of July. We remained in New York three days, and then came on to Philadelphia, where we also stopped three days. At Philadelphia we ascertained that the roads between there and Baltimore were impassable for our machines, and so we concluded our journey by rail. The only unpleasant incidents of the trip occurred on Long Island, where we were brushed from our machines once or twice by branches of the trees."—*Boston Herald*.

THE danger of reckless riding was forcibly exhibited at Landport the other day. James Folan, aged twenty, a postman, was racing on the road, or, at any rate, proceeding at fifteen miles an hour, in company with a friend, when he ran into a pedestrian, fell heavily from his machine, and died a few hours later. So terrible an occurrence should convey a lesson to the numbers of riders of all ages who are to be found propelling their cycles at a dangerous speed in the suburbs of our great cities on any fine evening. But, alas! example

and precept have but little power in guiding the course of human affairs, and though accidents occur, and writers emphasize their importance, the reckless rider will pursue his careless career, and some of them will meet with accidents more or less serious in their results. Such an accident as that at Landport is grievous enough in itself, but its effect on the general public is perhaps even more to be regretted. Cycling is not yet sufficiently established in the public mind, as a safe means of progression. Twenty years hence, when all cycles are safeties, and as accidents become fewer and fewer, people will look on an occasional fatal fall as one of the misadventures which occur in every amusement or business. They will cease to regard cycling as a specially dangerous sport, which, indeed, it is not. But as long as the reckless rider rushes wildly up and down streets, so long will fatal accidents be frequent.—*Bicycling News*.

THE New York papers Saturday morning published the following: "The new Corporation Counsel, Morgan J. O'Brien, rendered his first official opinion. It was called for by the Park Commissioners as to the intent of the bicycle and tricycle law, recently passed by the Legislature. Mr. O'Brien says that the intent and effect of the act is such that the commissioners may not prohibit the use of bicycles and tricycles upon any road in Central Park where other pleasure carriages are permitted. Ordinances may be passed limiting the speed at which they may be propelled, and requiring the use of bells, lamps, and other appurtenances intended to secure the safety of the public. Subject to such restrictions persons using bicycles and tricycles are entitled to go upon any road or place where other pleasure carriages are permitted."

MR. A. is an enthusiastic and muscular tandem. Mrs. B. had never ridden until the other day, but she has aspirations in that direction. Mr. A. is visiting Mr. and Mrs. B., and he offers to take Mrs. B. out on his tandem. They go six or seven miles and return. The roads were typical Rhode Island roads, in their typical condition—rough, stony and dusty. But Mrs. B. is delighted. "Why, John," she cries to her husband as she springs across the threshold, "it was just too delightful for anything. Why, it was no effort at all; I'm not tired or anything; the machine just run itself." At this juncture Mr. A. enters, dusty and dripping with perspiration; he drops into a chair and calls faintly for a glass of water. Mr. B. discovers at a glance how the machine "just runs itself," and now Mrs. B. wonders why her husband is so dead set against tandems.—*Providence Journal*.

A COMMITTEE of Washington wheelmen, consisting of P. T. Dodge, George Kennan, Leland Howard, J. M. Killits, Max Hansmann, L. W. Seely, and Rudolph Kauffmann, called upon the District Commissioners last week to confer with them on the Bell and Light ordinance lately passed by the District authorities. Mr. Dodge was spokesman, and he held that the use of bells on the street rather tended to disconcert and annoy people, and that the sudden alarm of a bell is often construed as an order to clear the way, a condition of things naturally distasteful to pedestrians. He also held that a continuously ringing bell would be a public nuisance and would not be effective. It was shown that the regulations in this respect are open to misconstruction, one section requiring the sounding of a light bell or gong after sundown, and another requiring a bell to be sounded continuously by the revolution of the wheel. Bicycle lamps, at night, Mr. Dodge said, are objectionable because they illuminate the road directly in front of the wheel, but, on account of the glare, prevent the rider from seeing distinctly any distance in front of him, thereby rendering pedestrians more liable to be collided with than if the wheelman's vision was not obstructed. It was thought, however, that a lamp without a reflector might prove unobjectionable. The matter will be duly considered and weighed by the Commissioners before final decision.

THE GREENWOOD-STONE RACE.

GREENWOOD captured the De Soto race in 11h. 50m., starting at 5.03 A. M., 10th, and finishing at 3.53 P. M. Surprise? Well, I should say so; not so much the defeat of Stone, as the time for the first half, which is here regarded as phenomenal for the De Soto road. The distance, from the club house to De Soto, Rankin House, is forty-six miles as nearly as can be ascertained, and Greenwood made the distance in 4h. 23m., an average of over ten miles per hour. Stone spurted easily away at the start, and was a mile ahead at Pt. Breeze, nine miles south, having covered this distance in 38m. His aim was to gain the Meramec river first, so as to lose sight of Greenwood in the big hills. At 6.15 he passed Maxville, eighteen miles, being eleven minutes ahead, but on Kimmiswick Hill, about twenty-one miles, Greenwood caught and passed him. Stone hung on easily, and on the treacherous Bulltown Hill, where Greenwood was 150 yards in the lead, he leaned over and spurted down the steep grade, continuing right through town. Greenwood rested here ten

minutes. He looked very much worn at the start, and Stone remarked, in passing Bulltown, that he had the race. He entered Hillsboro' alone, and left as Greenwood came up, two minutes late. Prof. Stone and Belding assisted Percy to Hillsboro' and De Soto respectively, and Troy and Mehlig helped Greenwood. As pacing was not allowed, the "assistants" had to remain in the rear of the racers. Near Victoria, three miles from De Soto, Stone, who had appeared remarkably fresh to this point, gave way, and Greenwood passed him, beating him into De Soto by two minutes, in 4h. 23m. Stone fell into the arms of a friend as he dismounted, and was put abed.

Greenwood rested half an hour, and made the return trip at a good pace, suffering an hour's delay at Bulltown by losing the regulating nut of one of his lever boxes. He ate dinner near Kimmiswick Hill, and those who saw him there say his face was so strained from climbing that he could not close his mouth. He rode every hill both ways excepting Frisco, going south, and reached the club house again at 3.53, having ridden ninety-two miles of terribly hilly and dusty road, in a sweltering heat, 11h. 50m.

Stone was seen chatting this evening, having returned by train, and was feeling good. He assigns no excuse for his defeat, and says his legs were simply worn off by hard climbing.

Greenwood is from \$250 to \$500 ahead by the result. \$750 is claimed to have changed hand, and J. S. Rogers wins one bet of \$250.

Stone rode a 55-inch Light Victor with two brake levers. Greenwood rode a 40-inch Star.

PHENIX.

NEW CASTLE (PA.) RACES.

THE New Castle (Pa.) Bicycle Club's summer race meeting, July 4th, was a success. Track in superb condition, racing good, and attendance large.

The hill-climbing contest in the morning, five starters, won by H. B. Schwartz, in 2.05 2-5; A. C. Banker, Pittsburg, Pa., (2) 2.10; L. W. Bigham, Mercer, Pa. (3), 2.22.

The races in the afternoon at Wheelmen's Park, were as follows: One-mile novice—Geo. Randolph, Beaver Falls, Pa., (1) 3.24; E. N. Lotze, Girard, O., (2).

One-half-mile, open—J. T. Huntington, Cleveland, Ohio, (1) 1.21 2-3; W. D. Banker, Pittsburg, Pa., a close second.

One-mile, 3.10 class—W. S. Upson, Cleveland, Ohio, (1) 3.30 3-5; A. C. Banker (2).

One-mile, open—H. B. Schwartz, (1) 2.52 2-5; J. T. Huntington (2).

One-half-mile, hands off—W. D. Banker, (1) 1.42 2-5; John Flenning, New Castle (2).

Two-mile, open—H. B. Schwartz, (1) 6.25 1-5; A. C. Banker (2).

One-mile, 3.00 class—W. D. Banker, (1) 3.00 1-5; W. S. Upson (2).

One-half-mile, for boys under 16—Frank Marquis, New Castle, (1) 1.30 2-5; Ralph Bowers, Greenville, Pa., (2); H. Wick, Youngstown, Ohio (3).

One-mile team race—Three teams were entered, but owing to disabling of members of two teams, the Alleghany Cyclers' team, Messrs. Banker, were the only ones to put in appearance when race was called, and they were awarded the prizes.

Quarter-mile race for boys under 12—M. Kincaid (1), 58 seconds; Bert Greer (2).

One half-mile, L. A. W. Pennsylvania State Championship, four starters—W. D. Banker (1), 1.22 1-5; H. B. Schwartz (2); W. L. Horner (3).

Three-mile lap race—H. B. Schwartz (1), in 10.14 2-3; A. C. Banker (2); C. M. Brown (3).

The races were timed by electricity; the device used was designed by C. L. White and H. B. Cubbison, members of the home club. A Waltham chronograph was actuated and controlled by electricity; the time started when the first wheel crossed the electric tape, and an automatic device prevented any of the wheels following acting on the timer; the finish was made by the timer stopping when the winning wheel crossed the tape. Each lap was recorded as the first wheel on each round crossed the tape. The accuracy of time was assured, and the official timers checked thereby.

PINE BLUFF (ARK.) ATTEMPTS A RACE MEET.

A FEW days before the "glorious Fourth" circulars were received, stating that upon the nation's birthday, bicycle races would be held at Pine Bluff, under the auspices of the Athletic Association. The programme for the occasion, as given below, was a good one, and calculated to interest the spectators:

First, three-mile handicap, prize—silver medal; second, one-half-mile junior (entries under eighteen years), silver medal; third, two-hundred-yard slow race, scarf pin; fourth, one-mile novice, silver

cup; fifth, one-half-mile impediment, box cigars; sixth, five-mile, for State championship, silver cup, value \$50.00. Open to amateurs.

The entire affair was managed badly, and it was with difficulty that starters could be obtained; the notice being so short that no one had had the time to prepare for racing. No judges, time-keepers or scorers had been provided, and everything to be done was left by the Association to wheelmen.

After much palaver, the races commenced with the one-half-mile junior, which was declared a handicap, James Holcome, first; Charley McCullough, second. Then followed the slow race, won by Harry P. Baird. One-mile novice: S. G. Smith, first; Fred Mahar, second. Time on first two lost, and that of the one-mile scarcely worthy of record. Other races not run.

Baird being the only flyer present did not enter anything but the slow race. Our other cracks, Davison of Little Rock, and McCarty of Texarkana, failed to materialize, which was a source of great disappointment to the spectators, who expected something interesting, especially in the last and most important race.

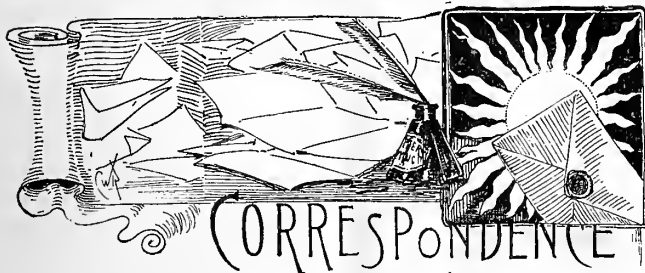
Had the affair been advertised properly, a large attendance and good races would have been the result. The managers evidently thought that a bicycle race, like an amateur foot race, could be gotten up on the spur of the moment. The track is 1-4 mile cinder (?), 20 feet wide, and with a little more work can be made very good.

We must learn by experience, and I expect Pine Bluff will profit by her first attempt and do better next time. The races were a step in the right direction, and it is hoped a more successful meet may be had before the season ends. S. G. S.

SAFETY RECORD.

At Coventry, June 23, A. P. Engleheart, on a "Brookes" safety, lowered the mile safety record to 2.39, in spite of a good strong breeze. Allard and Desborough made pace.

It is very possible that the new Massachusetts Club will take in associate members. In order to make this feature a success, it will be found necessary to cater to the social element as well as the active. On no other basis can associate membership be counted on as making a success.



A CARD ON THE LITIGATION.

Editor Bicycling World:—Calling your attention again to the recent disposition of the litigation of the several suits of the Pope Mfg. Co. against the Gormully & Jeffery Mfg. Co. relating to their alleged patents in the Federal Court at Chicago, we desire to assert the entire correctness of the first statement appearing in the issue of July 1, regarding same. We desire to state also that the Pope Company only gave us one day's notice of their proposed move for injunction (excepting Sunday) before they attempted to rush it through before a judge not familiar with the case, and knowing that Judge Gresham, who denied the former injunction must leave the city the day of trial and could not sit in the case.

They were ready in court with a complete defence to meet the injunction motion on all of the Pope Co. patents, and that company had neither affidavits, machines, parts of any machines, nor any evidence or witness present in court upon which such motion could be heard, and the motion was withdrawn—certainly we could not withdraw it.

These facts can be ascertained by writing to the Clerk of the United States Court at Chicago.

We take pleasure in stating further that we are pressing our Patent suits against the Pope Co., and expect to announce to you shortly the granting of a perpetual injunction against that company without further noise or shouting.

GORMULLY & JEFFERY MFG. CO.

[Our columns are open equally to all our patrons, and we have decided that communications on this subject must be over the signature of the parties writing. We hope that this newspaper controversy will not last so long as to enforce us to say "enough."—Ed.]

KANSAS CITY.

HOW THE WHEELMEN CELEBRATED.

THE wheelmen's celebration of the Fourth of July was an unqualified success. Cyclists of the city and visiting wheelmen from suburban cities were numerous. The number of visitors was not as large as was anticipated, the inclement weather of Sunday, no doubt, deterring many from coming and participating in the wheelmen's frolic. The streets were in splendid riding condition, and the Penn street road was in a very good shape. The morning hours were consumed by the visitors with runs about town. At about noon the wheelmen assembled on Thirteenth street, between Broadway and Washington street. The parade was formed into three divisions, and headed by an aid of the grand marshal, Captain G. L. Henderson, of the Kansas City Wheelmen. The men were handled in an efficient manner, going through several maneuvers, while the line of march was lined with people, who witnessed the novel and unique parade. The fair grounds were reached by the Penn street road by easy stages. At the grounds an excellent picnic lunch was served by Mr. Frank W. White, the chief of the Kansas City Wheelmen. Charles C. Candy, of Fort Leavenworth, had his camera with him, and he took quite a number of photographs.

Professor C. H. Ley, by request, gave a fine exhibition of fancy trick riding. He is one of the best fancy riders in the West. Afterwards the wheelmen dispersed to the race track, where they showed fine busts of speed, the track being in splendid condition after the recent rains. The return to the city was made in good order, and after visiting the club rooms of the Kansas City Wheelmen and Outing Cyclists, the visitors departed on the evening train for their homes, and were more than delighted with the hospitable treatment they received at the hands of the wheelmen of Kansas City. They bore away handsome purple badges as souvenirs of their mid-summer outing.

The members of both clubs were well represented. The various committees carried out the programme of the day in an efficient manner. K. K. C.

THE SOUTHERN LEAGUE TOUR.

(Continued.)

ARRIVING at York about nine, the contingent ate a late supper, and, after dressing, immediately adjourned with the others to the Masonic Hall close by, where the Out-door Athletic Club had prepared a sumptuous banquet for the tour. A little speech of welcome, and a reply, constituted about all the formal talking done that evening, and after the refreshments had been consumed, social and agreeable conversation filled up the time until a late hour. This club comprises the best element in York's social circles, and is about to build a large club house. Here, as in Norfolk, Va., the athletes of the town have combined with the wheelmen, and a large, strong, and flourishing combination association is the result. The club house and grounds, when completed, will contain ample in-door and out-door accommodations for all branches of sport identified with the organization; including, I understand, a race track, tennis courts, gymnasium, wash rooms, pool and billiard tables, parlor, dancing hall, and all the necessary features. Ross here procured a blue and white buttonaire, the emblem of the club, which he triumphantly wore for the balance of the tour; and added largely to his collection of cards, of which he was justly proud. Here, too, Russell

WAS APTLY DUBBED THE "BLACK CROOK"

by Martin Rudy of Lancaster, on account of the suit of full black tights and Mephistophilean bright red hat he wore; and doubtless this will cling to him throughout his entire wheeling career.

Thursday, May 12th, the tourists were up bright and early, and Collamer picked a window lock on the express office window, where the wheels had been stored, after vainly endeavoring to rouse the sleepy agent. Dade F. Grove of Hanover, was road-master this day, and four of the Coatesville boys, four from Lancaster, and one other from Hanover, accompanied the party. The start was made at 7.35, and ten miles of good road accomplished within the first hour, after which, however, the nature of the road was rather less favorable, and progress consequently slower. About this time occurred an accident which might have proved serious, even fatal. Kirk was plowing along on a smooth level stretch in the carriage-wheel tracks, and in passing a pile of rocks at the road-side, his wheel shied, caught in the wheel rut, and threw him with much force to the ground, not a foot from the rocks. Kirk is a large, heavy man, and fell hard. After he struck, he slid against a sharp stone corner, bruising his knee badly, and sustaining a severe contusion on the head. The party held its breath while he arose, and Collamer took a rapid dismount over the handle-bar into the ditch, only just missing the stone pile, in his hurry to render assistance. No serious injury was done, however, and the march was soon resumed.

At 1.50 Gettysburg was reached, and dinner soon consumed. At 3.30 G. E. Jacobs on a Facile, came round to escort the party

OVER THE FAMOUS BATTLE-FIELD,

while Mitchell, Kirk, Ross, Crawford, and Freeman rode in a rickety old carriage, facetiously termed the "ambulance." Heavens, what roads? They don't deserve the dignity of that title; though, be it confessed, they had been recently re-made. At the famous Devil's Den, the boys grouped themselves, and the photographic professors got in their work. I must mention the amusing rivalry between them. There were two, one with two cameras. No. 1 took the group first, and not a word did No. 2—he of two instruments—say, while it was being done. No. 1 had his camera off the level, and the picture was a complete failure. As soon as the exposure was made, No. 2 laughed long and loud at him. [They had agreed to make only one exposure each.] Then No. 2 went the rounds of the group, lifting this cap a trifle higher, adjusting that face, and altering another's position for the better. The result was far more satisfactory. His second instrument (operated by an attendant) was then fired at the crowd, but no lives lost. On the summit of the famous "Round Top" hill, historic as the scene of bitter conflict during the bloody battle of Gettysburg, there stands a rude wooden observatory. On the stairs thereof, the tourists mounted, and very well were they repaid by the view afforded. Twenty towns were in view! There to the north, was the road that had been ridden in the morning, there to the south lay to-morrow's route. On the horizon were mountains grand and noble. In the valleys between were farms and rivers, and pleasant cottages dotted the country like punctuation marks on this page. Each tourist drew a long breath, and sighed, for what, he knew not. Jacobs kindly pointed out the sites of the various engagements, and recited incidents connected therewith.

Back to the hotel, tired and broke-up with walking so much of the ten-mile ride, supper was had, and the boys sought their rooms or smoked in the hotel office, while three tourists with

GROVE, CALLED ON FOUR PRETTY GIRLS,

with whom the latter happened to be acquainted. How they spent their evening will never be known, for they were decidedly reserved on the subject thereafter. It is said, however, that four couples were seen in the local ice-cream parlors late that evening, and eight saucers of cream at one time is more business than the proprietor has done since Gettysburg was a child in arms. Many adieus were said that evening, for the Coatesville and Lancaster parties were to leave at crack of day the next morning. The former four wheelmen were somewhat saddle sore, and procured a sheep's hide, which they cut into four pieces and secured to their saddles, wooly side out. The quartette of wooly-saddled machines all standing in line in the hotel hall ready for use next morning, presented a comical sight. I have since learned the Coatesville contingent made York, twenty-eight miles, in three and one-half hours, without getting out of their saddles. Breakfasted here; then made Lancaster, twenty-four miles, in three hours; dinner; then Coatesville, twenty-five miles, in three hours thirty-five minutes—last five miles in twenty minutes. Total so far, seventy-seven awful miles in seven and one-fourth hours. After that they pushed on, and made a century run of it! Here's a record to be proud of: A century ride over *such* roads, after a hard run the day before, saddle-sore as they were. Good for Coatesville!

The next morning, Friday, May 13, the tour moved on early, while poor Collamer, being unable to borrow a wheel of any description, stayed over with Grove and Bair, of Hanover. After dinner he took train *via* Hanover, for Hagerstown, and arrived there about eight.

The roads as far as Waynesboro', the forenoon's ride, were wretched, except in ascending the mountain, where it was too steep to ride; and there, provokingly enough, they were smooth. A ludicrous incident occurred which I must not forget to mention. In pushing up the steep side of the mountain, after over an hour's unceasing climb, a stretch of road was encountered where the grade was but a trifle ascending. Reaching this, and taking it for a downgrade, the road-master mounted his wheel, threw his legs over for a delicious coast, and immediately took a header. The next man also mounted and was surprised to find his machine running so hard. Got off and examined the bearings, and even felt of them to see if they were warm. Third man ditto. These three, who were slightly in advance of the rest, then hid themselves in the bushes, and a loud laugh went up as each succeeding attempt to coast or ride hands off was made.

At Waynesboro' a most sumptuous dinner was spread, and the tourists, much fatigued from their morning's exertions, were loath to leave. Here joined Lockwood, Atkinson, and Beatty, from Baltimore, who were to complete the tour from this point.

[To be continued.]

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

At the Harvard-Yale game at Cambridge on Saturday, June 25th, one of the most interesting sights was a beautiful Rudge Crescent Tricycle. It was on exhibition in front of the Grand Stand, and was surrounded by an admiring crowd of spectators. *Adv.*

A SPRINGFIELD (Mass.) cyclist, while riding along Main St. in that City last Friday, fell while trying to cross the railroad tracks, and had his right ankle carelessly run over by a carriage containing a young man and a young woman, who drove on without ascertaining what damage they had done.

At the great hill-climbing contest in Cheshire, England, promoted by the London *Athletic News*, the first prize was won upon a Rudge Bicycleette, which was an easy winner from a field of seventeen starters. *Adv.*

In consequence of the eminent success of the "cycle corp" experiments in the English spring manoeuvres, the war office has instructed the proper officers to encourage the enrolment of experienced cyclists to be practiced specially in scout and dispatch duties. Thus gradually, does the despised two-wheeler become a recognized and valued aid to the army.

LAST WEEK Bob Garden was riding in Jackson Park shortly after dusk, when a rider came in the opposite direction, and on the wrong side of the road dashed down upon him, and both went flying through space. Garden will take an oath that he was thrown twenty feet, and that the other party was thrown a like distance. An overhauling showed that Garden's arm was badly sprained, but the other man, whose name was not ascertained, fared even worse, one arm being broken. Both were riding Columbias, which were not seriously damaged.

MESSRS. STODDARD, LOVERING & Co. offer some very desirable bargains in racing machines, and take second-hand machines of reliable make, in part payment for same. Aspirants for racing honors cannot do better than write to them for terms. *Adv.*

OLD-TIMERS will remember Jenkins, of Louisville, Ky., as a fier of some calibre. Well, Jenkins has been hibernating for some time, but lately the roving fever has set in again, and we hear he announces his intention of coming out once again to have a go at the boys on the oval,

When we open a Western newspaper in which are printed cycling notes, it is with a thrill of pleasure and pride that we see page after page taken bodily from the *WORLD verbatim*, without a shadow of a credit. As before stated, we feel a glow of pride; but we should like to see our exchanges use a wee bit of courtesy in the matter. They are ever welcome to all the items in our paper for reprint—after we have gotten through with them.

MESSRS. STODDARD, LOVERING & Co. have found the demand for the bicycleette to be so great, that Harry Corey sold his own private machine to accommodate a customer. *Adv.*

If there is a prominent cyclist in all England who more than any other we should like to see on Columbia's shores that cyclist is Lacy Hillier. We hear through the medium of a little bird that his appearance here is not an improbability. We do hope he will show up before Hampden Park track becomes a waste of weeds and thistles, so that he can see with his own eyes a track the like of which has never met his gaze before.

In answer to two paragraphs we printed we received the following: "By the way, Mr. Editor, Winship, who ran the Pullman road race, did not choose a Victor, as you reported, but a Columbia Light Roadster. I see, also, that you remark in your last issue that J. O. Blake uses a Victor for his personal mount. This is an error also. Blake has not been on a machine but once this year. He rode a second-hand Victor that he had traded in from the store to the house and back. It is quite probable that he would ride the wheel he sells if any, and that is the American Champion."

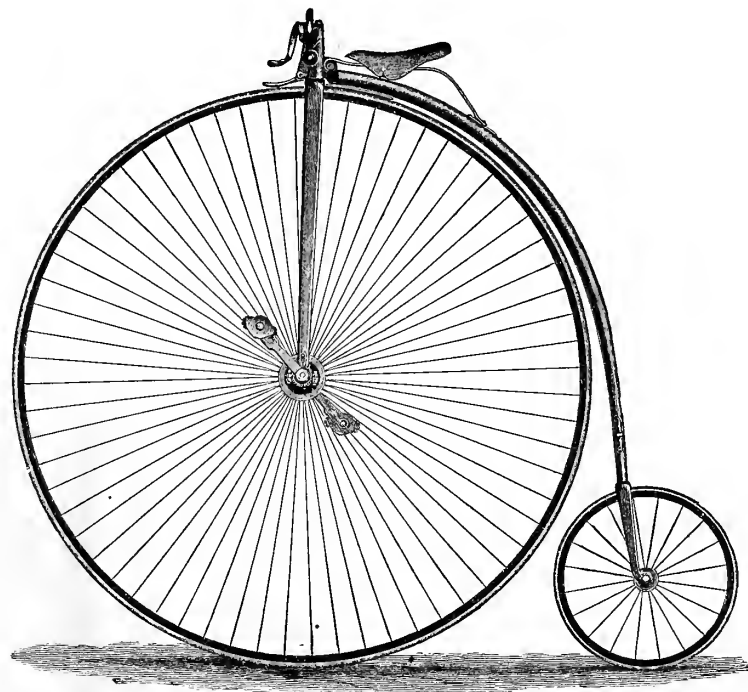
THE Quebec tourists are en route by this time, and are enjoying the novelties of traveling through a comparatively new country to cyclists. We have made arrangements to get descriptions from one of the members which we shall take pleasure in presenting to our readers next week.

THE editor of the *Scientific American* became so enthusiastic over his Rudge Bicycleette that he inserted, under date of July 25th, a full description of this machine in the columns of that paper. *Adv.*

KIDERLEN the Dutch champion, is a man of tremendous physique. He does not have the fine thoroughbred look of Furnivall or any of the best English cracks. He has more the build of a wrestler than a racer.

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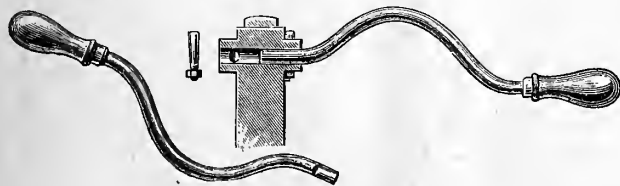
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PATENT DETACHABLE HANDLE-BAR.



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New Hampshire.—W. V. Gilman, Nashua.

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Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oscaloosa.

Wyoming Territory.—C. P. Wassung, West Springs.

Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and enclosing a stamped addressed envelope for reply.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Heaton, R. A., 2117 Chestnut st., Philadelphia, Pa.
Mead, G. E., 2025 Farnam st., Omaha, Neb.

FOR SALE OR EXCHANGE.

"TEN THOUS. MILES on a BI." is now for sale in Boston at 79 Franklin st., 509 Tremont st., 107 Washington st., and at depositories in 160 other towns, whereof a list will be sent free (together with descriptive pamphlets of 48 pp., giving specimens of the 75 pp. of indexes and the 833 pp. of main text), on postal card application to the publisher, "KARL KRON, at the University Building, New York City, D." League members may also apply to him for copies, to be sent "on approval," prepaid, and to be either bought at \$2 or returned at a cost of 17c. for postage. There are 675,000 words in the book's 908 pages, whose binding is dark blue muslin, with gilded top. Cash orders at \$2 should be sent to the manufacturers, SPRINGFIELD PRINTING CO., Springfield, Mass. Subscribers outside the depository towns, who may wish to avail themselves of the half-price offered in '84 (for a 300 paged book of 75,000 words), should remit \$1.20 to K. K. at N. Y. not later than Aug. 1.

FOR SALE.—56-inch New Humber racer Price \$50; or will exchange for anything of same value. Address, H. M. P., 218 Bay street, Jersey City, N. J.

BARGAINS IN CYCLES—New and second-hand machines sold on instalments; lowest cash prices guaranteed; old machines taken as part payment for new ones; all kinds machines bought, sold and exchanged; bicycles and tricycles sold on commission; special instalment agent for Victor, Rudge, New Mail, Apollo and first-class machines; correspondence and inspection invited; send stamp for circular and terms. I. P. LORD & CO., 48 Union st., Boston.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE—Mass. Div. cards, regular beauties, 50 for 75c., with name. C. H. TOWNSEND, Newark, N. J.

FOR SALE—Marlboro' Club Tandem; excellent condition; \$150. 54-inch Victor; perfect condition; \$100. Address, for particulars, H. R. BRYAN, Hudson, N. Y.

Bicycle Business For Sale.

VERY profitable, doing largest second-hand business in the country. The exclusive agency for an Air line of wheels goes with it; also agency of a specialty for winter trade; large renting business, which bids fair to excel anything yet done in that line; also complete repair shop, always full of work. Best opportunity ever offered. Central Park now opened, which will increase business threefold within a year. Price reasonable to prompt buyer. Address "X. Y. Z.," Post Box 444, New York City.

FOR SALE—N. Y. Div. cards, just the correct caper, 75c. for 50, with name printed. C. H. TOWNSEND, Newark, N. J.

STAR FOR SALE—48-inch, silent ratchets, cowhorn handle bar, ball bearing front wheel, cricket saddle, &c., &c.; enameled wheels, nickeled frame. Warranted perfect in every way. Price only \$70. STORRS & CANDEE, Hartford, Conn.

FOR SALE—Penn. Div. cards, take the record, 50 with name printed on for only 75c. C. H. TOWNSEND, Newark, N. J.

BICYCLES AND TRICYCLES wanted, to supply our large demand for second-hand wheels; fair prices paid for same. I. P. LORD & CO., 48 Union st., Boston.

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For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

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Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.
Second-Hand Machines Bought
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SPARBROOK CYCLES.

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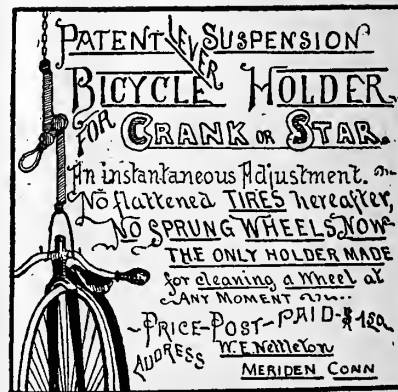
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Some Columbias.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * *

STARTERS.	Actual time	Minutes' start.	Position.
H. R. Winship.....	1:2:55	8 1-2	1
C. H. Seig.....	1:6:45	11	2
W. J. Maas.....	1:7:3	11 1-4	3
T. F. Palmer.....	1:7:51	9 1-2	4
H. Mangle.....	1:10:23	11	5
W. M. Cook.....	1:8:55	8 1-2	6
F. E. Spooner.....	1:11:43	11 1-4	7
C. B. Pierce.....	1:7:30	6 1-4	8
R. E. Schmidt.....	1:10:50	9 1-2	9
H. L. Wheeler.....	1:15:32	14	10
Martin Bowbeen.....	1:8:55	6	11
F. T. Harmon.....	1:9:47	6 1-4	12
T. M. Crennon.....	1:09:00	5	13
B. B. Ayres.....	1:11:7	6 3-4	14
M. D. Wilber.....	1:10:43	6 1-4	15
W. D. Buckley.....	1:14:00	9 1-2	16
W. A. Davis.....	1:12:5	6 1-4	17
Frank Riggs.....	1:16:23	10 1-2	18
H. L. Fulton.....	1:18:20	11	19
R. A. Ehlert.....	1:8:30	*	20

*Scratch.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. * * * * * The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. * * * * * Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.—*Bicycling World*, June 17 1887.

Starters.	Machine Ridden.	Position at finish.
L. A. Miller, 54-in.	Columbia Light Roadster.	1st
Wm. Harding, 52-in.	Columbia Light Roadster.	2d
E. A. Deblois, 52-in.	Columbia Light Roadster.	3d
F. L. Damery, 51-in.	Columbia Light Roadster.	4th
Ludwig Forster, 54-in.	Victor.	5th
S. J. Mills, 58-in.	Expert Columbia.	Did not finish.

Boston Daily Globe.

MONDAY, JUNE 27, 1887.

Rhode Island Wheelmen.

PROVIDENCE, R. I., June 26. The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner of Warren came in first. Time, 1 hour 42 minutes 5 seconds. L. A. Dawson of Pawtucket second, C. M. Morse of Pawtucket third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

Kings County Wheelmen.

6th Annual Meet,

Saturday, June 25, '87.

8 out of 10 Races won on Columbias, viz.:

1 mile novice, 2 mile handicap, relay race, 1-2 mile boys', 1 mile championship, Ilderan Club, 1 mile handicap, 5 mile State championship, 1 mile consolation.

Roseville, N. J., July 4, 1887

Races.	Winners.	Machines Ridden.
1 mile L. A. W. Championship.....	A. B. Rich.....	Columbia Racer
3 mile lap.....	J. H. Powers, Jr.....	Columbia Racer
1 mile Championship, Union County Wheelmen.....	A. W. Pierson.....	Columbia Light Roadster
3 mile team.....	J. W. Powers.....	Columbia Racer
1 mile consolation.....	H. Powers.....	Columbia Racer

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster.....
2	Columbia Light Roadster.....
3	Columbia Light Roadster.....
4	Victor.....
5	Columbia Light Roadster.....
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster.....
9	Columbia Light Roadster.....
10	Expert Columbia.....
11	Champion.....
12	Columbia Light Roadster.....
13	Columbia Light Roadster.....
14	Columbia Light Roadster.....
15	Columbia Light Roadster.....
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion.....

Lynn, Mass., July 4, 1887.

3 mile amateur, 3 mile professional handicap, boys' mile handicap, 2 mile professional handicap, 2 mile amateur handicap, 1 mile run,

WON ON COLUMBIAS.

POPE MFG. CO.
COLUMBIA BICYCLES
And Tricycles.

Boston, New York, Chicago
Catalogue sent free.

SPRINGFIELD, July 4, 1887.

Races.	Winners.	Machines Ridden.
1 mile novice.....	H. B. Arnold.....	Columbia Light Roadster
1 mile, for boys.....	Geo. McClelland.....	Victor
1 mile, 3-20 class.....	Geo. C. Dresser.....	Columbia Light Roadster
1 mile handicap.....	E. A. Deblois.....	Columbia Light Roadster
1 mile club.....	W. H. Jordan.....	Expert Columbia
Special challenge, 5 mile lap.....	H. B. Wordsworth.....	Victor
1 mile ride and run.....	Thomas Harvey.....	Columbia Light Roadster
1 mile, open.....	E. A. Deblois.....	Columbia Light Roadster
1 mile consolation.....	D. P. Williams.....	Victor

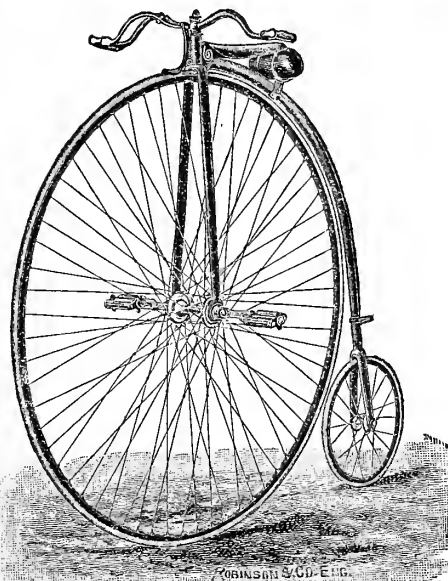
TEAM RACE.

E. A. Deblois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points. **ALL RODE COLUMBIAS.**

SINGER CYCLES.

1887 APPOLO.

1887 CHALLENGE.



Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.

THE OTTO PATENT Corrugated WIRED TIRE

Is used on all our

1887 APOLLOS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.



No Finer Wheel was ever made for the Money. \$105 includes Spade Handles, Balls to Both Wheels, Enamel and Nickel Finish, and Detachable Bars. Otto Tire.

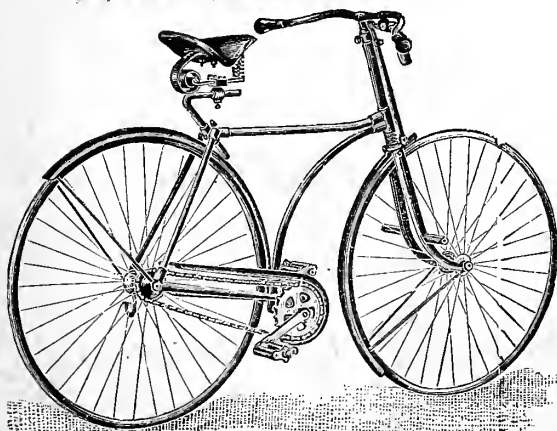
See what the *Bicycling World* says of it:

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2nd, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus. It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the

length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly imbedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire a little heat will therefore be necessary.

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Staunch, Safe, Reliable.
Easy to Ride.

A Superb Hill Climber.
Otto Tire.

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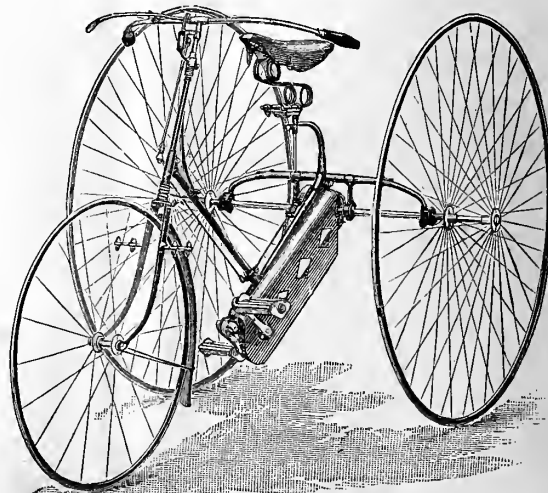
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5 cents a copy.

BOSTON, 22 JULY, 1887.

Volume XV.
Number 12.

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Among the Many Battles

Which grace the shield of the VICTOR are the names of

**BIG
4**

CLARKSVILLE,
CRAWFORDSVILLE,
"BIG 4," 100 MILES,
BOSTON 100 MILES.

**BIG
4**

All 100 mile events--open to the world.

Many Races,

Including such as "The Eastern Club Race," "The Wanderer's Road Race," &c., have been won on VICTORS, but we mention only the fields which have been open to all comers. THE VICTOR FEARS NO COMPETITION, and glories in no race where any rider is barred.

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It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

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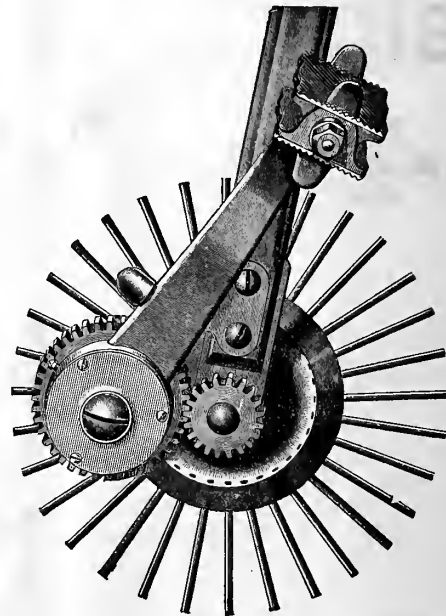
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Against "Headers" Made.
It is the Best, and it is also the
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Known to be the Best.

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Perfect Control of Large Wheel.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches. The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth roadster. Agents wanted in all unoccupied territory. For further particulars address,

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Any infringement will be prosecuted to the full extent of the law. Price, \$2.25; without double heel and toes, \$2.00; or stockings without supporters, \$1.50. Send us your order for either of these, with color, size of foot, and length from bottom of foot to waist, and post office order for amount, and we will send same by mail or express to any part of the country; and if you do not find them satisfactory, return them, and we will return amount paid for them. Address,

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in perfect condition, good as new. Machine specially suited for lady and gentleman, or can be used equally well by two gentlemen. Any one contemplating purchasing or renting a tandem will consult their own interests by examining the above, which will be disposed of at a low price for cash. Machine can be seen at Salesrooms of

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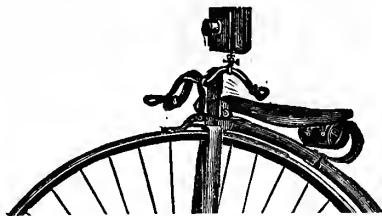
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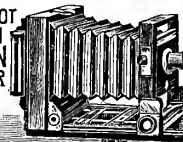
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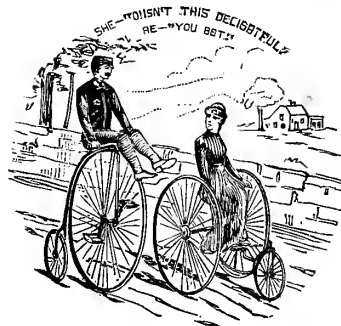
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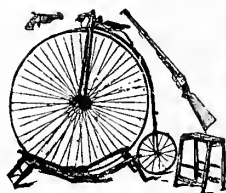
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C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 22 JULY, 1887.

IT may be remembered by our readers that last month the Maryland Division passed a resolution of censure on the Secretary-Editor because of alleged refusal of this gentleman to print official notices. Mr. Bassett at once took steps towards having an investigation at the hands of the Executive Committee. This body have just made a report, and they find that the charge is entirely without cause, the vote uncalled for, and to say the least, very hasty. It has been found by the Committee that the alleged "official notices," refusal of which to print has so riled the Maryland Division, were nothing more or less than some accounts of club runs and doings, the publishing of which would have taken up valuable space, have been of very little interest to the general reader, and had no official significance whatever. From this report we judge the Maryland Division have been made the tool of a few disgruntled club officers, and it therefore behooves the Division to make formal reparation to the League's Secretary-Editor at the very earliest possible moment. In the mean time let the members of that Division study up the matter so that at a future meeting they will be able to discriminate between an "official notice" and a piece of mere club news, the right to reject which is an undoubted prerogative of the Editor of the *Bulletin*.

JUDGING from a long interview published in the New York *Herald*, the Park police authorities of that great city are working themselves into a great heat over the possible accidents that may occur from the letting bicycles into the sacred precincts of Central Park. Capt. Beatty talks a lot of bosh, shakes his head ominously, and predicts all manner of direful things as a consequence of allowing those horrid machines the free use of roadways. He suggests special rules to govern the cyclists and maunders on in about the same strain that New York wheelmen have become so familiar with. We in turn would suggest that cyclists will be governed by rules of the road just the same, no more or no less, as drivers and riders of horses are. These rules are good enough as they now stand, and are equally adapted to the rider of the steel horse or the driver of the thoroughbred. A Mr. Johnson writing to the same paper hits the nail on the head when he says: "It is much more wise to simply let the law take its course and let wheelmen go and come in the Park equally with the riders of other vehicles. It should always be borne in mind that a cyclist has an

eye to his own safety, and in event of any collision or narrow escape from one, is more often the sufferer. Therefore wheelmen, whose ages average in the neighborhood of twenty-five years and whose steel steeds are rather costly and expensive luxuries, will, without question, be as anxious to avoid dangerous places as are the horse owners to have them."

IT is funny how stupidity and narrow-mindedness will even at this late day crop out when the question of cycles on the highways comes up. A writer in a Providence local paper got his vast brain to work on the matter, and hoped that Rhode Island would adopt the same 14th Century law that for a short time disgraces the Oregon statute books. We say short time because Oregon's time to repeal that law is not very far distant. The present trouble is that Oregon has a mere handful of riders and their influence is comparatively slight. But here is a chance for the League to follow up their great victory in New York by a duplication of same in Oregon. We hope the Providence local scribbler will take a course of treatment looking towards the prevention of softening of the brain, for surely such nonsense as put forth in his suggestion shows that his "gray matter" needs bracing and strengthening.

LITERATURE.

OUR esteemed contemporary the *Boston Herald*, in its review (16th inst.) of Karl Kron's "Ten Thousand Miles on a Bi." speaks with no uncertain sound. It says, to begin with: "Whatever interest this book may have for the 3000 subscribers who have their names printed in the place usually assigned to the index it will have small interest for the general reader."

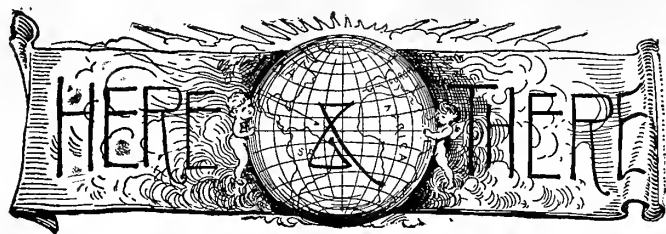
This is not bad for a starter, and seems to have warned the writer up to his work, for he continues: "The author is eminently bumptious; he is a man of one idea, and that idea sticks out in his story to the exclusion of everything else. The bicyclers have queer literary tastes, and possibly they may like this sort of literature, but it is all Dutch to the man who does his travelling on two feet instead of two wheels. Why on earth this self-conceited son of genius has put the story of his senseless wanderings through America into 907 pages, of which the type is so small that you must put on eyeglasses to read it, is beyond one's guess. For absolute stupidity, even to bicyclers, this volume must take the prize as being one of the most worthless ever written. It is the work of an idiot, not of a sane man. The only sign of common sense is shown in the beautiful portrait of Karl Kron's favorite bull dog, to whose memory the book is aptly dedicated. More rubbish was never more closely compacted into small space." For direct and explicit phraseology, this could not have been surpassed by Karl himself, and yet, if the reviewer had looked at the small print a little more closely through his glasses, he would have discovered not a little of interesting fact and information. On the whole, Karl is to be congratulated, for if a review like the foregoing does not produce sales to the non-riding public, nothing will.

WE have before us a splendid photograph of the Victoria six-hand, taken by the Soule Photograph Co. The men "up" represent all the various cycling interest of the country, namely, the journalistic, the trade, the legislative, the executive, and the racing.

THE membership of the new Massachusetts Club is fast growing. It should be remembered that all members of the old club who stood by to the last will be admitted to membership in the new organization without the payment of an initiation fee. The next regular meeting of the club will be held on August 3.

W. H. SENTER of Rockland, Mass., issued a challenge dated July 16, as follows: "I do hereby challenge any boy of fifteen or sixteen years old to race me one mile on a bicycle for the amateur boy championship of the United States. This challenge is to remain open for three days from date." We think Senter had better have extended his limit of acceptance to ten days. It would not look so much as if he was afraid some one might take him up.

ON the evening of June 10, Minneapolis enjoyed the spectacle of a lantern parade by cyclists. Just one hundred and seventy-one wheelmen rode in the line, and each man had from two to twenty lanterns hung on his machine. The decorations were not confined to lanterns, as some of the machines were one mass of colored paper and ribbons. The affair has proven such a success that it has been decided to hold another during the exposition, in which it is intended to "out illuminate and out parade anything of the kind ever seen."



ENGLISH LETTER.

"SENATOR."

IN my former letter I forgot to mention the fact that while engaged at the Finsbury Park meeting at Alexandria Palace, London, in May, I met the well-known and genial Charles Richards Dodge, who was then en route home from his "Travels Abroad." There is a quiet charm about the cycling poet that endears him to all who come—and also, in fact, those who don't come—in personal contact with the clever Bostonian, who wields a fluent pen. Mr. Dodge's letters to your New York contemporary were indeed very useful reading, and seeing that I will go over almost the identical Continental route I eagerly devoured the pithy paragraphs framed under the sunny skies of the European Continent. Following Mr. Dodge's footsteps at Coventry, Kenilworth and Stratford, I was pleased to learn that the historic places mentioned greatly pleased your townsman.

THE great international Cathcart-London tournament has come and gone, and never did mortal man work harder and receive less returns from an ungrateful cycling and general public than did F. Cathcart of London. Night and day found the English Ducker in his rooms at 152 Fleet street, and if any tournament deserved to be awarded the championship for being properly advertised and well managed, then the Cathcart tournament wins hands down. The attendance all told for the four days did not exceed possibly ten to fifteen thousand persons, and was, mind you, supported by 102 metropolitan clubs, who, if they had "hustled" as they ought to have done, for the good of the sport, if nothing else, could have induced the above number to line the ropes. I'm afraid London is an ungrateful city where merit is concerned; but give them an old clap trap show like "Buffalo Bill's," and they will give up their "bobs" smilingly enough. (I hope the Hon. W. F. will excuse this allusion to his "show," as my intention is merely to illustrate a moral.)

OWING to a break down in the water service the track for the first three days was not of Lynn or Springfield smoothness—but very loose at the corners, and the decided raise on the home stretch made fast time impossible. But by Monday the energetic Cathcart had rigged up his water service, and on going to the track previous to the "time trials" I was agreeably surprised to find the track really good, minus the "raise." The racing was very good indeed, and Young Illston (or the boy Illston) as his friends put it, proved invincible on the ordinary bicycle, and a phenomenon the "boy" is too. Modest and a fair, honest rider, one whom Birmingham has every cause to be proud of, no matter who pays his expenses. The little Dutchman, Kiderlen of Rotterdam, is a second Illston—especially on the "trike," and is just as fair and honest as the "boy" quoted above. A fine, muscular frame, and a modest, "catching" demeanor made the little "Dutchy" quite popular. Temple, of the American team, and Kiderlen, are a great pair, and it was amusing to see them stroll around arm in arm. Patterson of Scotland will make a good man with more practice, and looks something like Louis Hamilton of Yale. Parry, the Welsh racing man, is a tall, lean looking young man with a good sprint and less weight.

OSMOND LACY HILLIER'S novice won admiration from all for the way he always chased the "boy" home. Osmond is one of the "bright lights" of the present season, and every credit is due Mr. Hillier, who has "brought him out."

"DE BEUKLER," the Belgian champion, is exactly the counterpart of your lawyer editor, and rides a 58-inch. When I saw him I thought of the time (1882) when "Joe" used to whirl around the old Institute track on his "Yale" racer. Leinder, from Germany, had no business in fast company, and the German editor, T. H. S. Walker ("Der Radfahrer"), would be more at home wielding the pen than competing in trike races—more power to him.

THE professional races (to the shame of our craft be it said) fell flat through Howell "being unable" to defeat Lees in his trial heat in the five mile, and a hot reception he got from some score of infuriated "bookies" who had laid "odds" on the "big un" to win.

The track was certainly rough and the corners bad, and as Mr. Howell qualified for the final, his running second to Lees was not after all an unpardonable offence; the "bookies" thought otherwise though.

THOSE "bookmakers," by the way, are a great institution, and a merry, happy-go-lucky crowd. "Go it, good, old 'Ale," was their cry to Hale of the Gainsborough, whom they had booked for a place. "Seven to one against 'Ben Kali,'" was their cry against De Beukler, the Belgian rider. "Good, old Ironsides," was their comment on Woodside's riding, &c. And the festive "Welsher," who lays odds against everybody, and then forgets to pay up, was also there, and if you had seen a mob of infuriated betting men calmly marching a "Welsher" down to the baths to "duck" him, you would do as I did—laughed heartily at the poor fellow's expense. One of the press men told me he saw one of the rascals last year escape from the mob with only one leg to his trousers, and a friendly policeman loaned him some clothes to walk to the nearest police station.

THE record breaking on Monday went off well. Temple of the American team, put up the quarter-mile English "pro." record a notch, so did Mecredy of Ireland, for the amateur tricycle. Howell was to have run Woodside a five-mile race, but he telegraphed he was sick, so Woodside went to beat the track record of 15.01 for five miles, and succeeded handsomely, doing 14.43. Temple and Morgan paced.

I HAVE seen much of Mr. Geo. Lacy Hillier of late, and if some Americans knew Mr. Hillier a little better they would be the first to stretch out a hand to forget all about past differences. Mr. Hillier is a wonderfully well informed man on every branch of the sport, and the enormous success attending Mr. Hillier's journalistic and racing efforts will confirm my statements. You may have the pleasure of seeing Mr. Hillier shortly, and I bespeak for him as good a time as he has shown us in England. [He will get it.—ED.]

THE supper at the Alexandria Palace was a truly grand affair, and the "American Team" feel honored in receiving an invitation to be present, and Mr. F. Percy Low's remarks in proposing the visitors, and his own personal allusions to the "Team," will always give *Wheeling's* associate editor a firm place in the hearts of America's "three racing tourists." Kiderlen when called upon for a speech, was very funny and comical. He said: "I could not speech very 'bootiful' last year, but I'll make a much 'bootiful' better speech." "Little" Illston spoke a sentence which drew all hearts to him (and I may say here, I have reason to believe W. McCandlish was the prompter of same). He said: "I did my best, and always intend to do my best, and my competitors rode splendid. I wish we could all win," was his earnest finishing, which took us all by storm. Yes, truly, William, I wish we could all win, but suppose you make it a dead heat all round.

To the *Wheelman's Record*—I thank you for the compliment you pay my team in a recent issue. Fortunately, your co-worker in the libel published, is not in a position to do the "American Team" harm, as he is unpopular even in his own country. I have had occasion to rap the fresh young man over the knuckles on two occasions, and he smarts from same yet. You, Mr. *Record*, pried into strictly private business, which the head of the concern would not, I know, wish to be made public, even if there was anything in it for the case you attempt to make out. I have returned the credentials you so condescendingly entrusted me with, and wish to draw your attention to your letter of January 29th, in which you ask for the photographs of my team, for publication in your paper, and your illustration at the bottom of your letter of "the winning hand, and America holds it," looks very sublime with our three contemplated pictures alongside your recent skit—very consistent indeed. You need not trouble to reply to this, as your recent conduct regarding the Clarksville road race—and Mr. Ladish has certainly earned you honest contempt from every cyclist who has heard of it—I shall notice you no more.

To the Wild-er City editor of *Lynn Bee*—Your "Cycling Notes" in a recent issue alluding to my team, and which you "respectfully" referred to the "Senator," duly met my eye, and to commence with, Friend W., I think you sold your birthright for a mess of pottage, when you reproduced some lying accusations from a backwood publication. You seem to labor under the impression that my visit to Great Britain and the Continent is solely for the purpose of singing the praises for your local champion, "Billy" Rowe. Never farther from the mark, W.; I'm in this country to do my best for the "American Team," and you will honestly admit I've succeeded pretty fairly. Made money and reputation second to none who have crossed the briny, and my imitators will have a tough time if they expect to run races and travel as I have compelled my team to travel. Change of water and diet several times a week doesn't im-

prove man, still we have beaten them all, haven't we? I've no time to write a "special" letter this time, so please copy.

JUMPING off a Great Western train the other day, I landed within a mile of my birth-place, and several stalwart young men (once my "little" brothers) met me at the station, (now grown so that I did not know them). In a few minutes, after a walk through a forest, I reached the "old house at home" with fragrant rose trees and other flowers encircling the entrance, like a bower of beauty. At the door the mother who watched over my infant slumbers, and who has never ceased to pray for her wandering son, welcomed me back to the scenes of my boyhood, with smiles and tears. The past week, cycling has been forgotten and a new life for only a few days, dawned in the horizon of my life. Sylvan dells and running rivulets have been the music set to the running thoughts of "the days when I was young."

NEW JERSEY NOTES.

"RATCHET."

A RECENT occurrence in which an Elizabeth clergyman and a young grocery clerk, who is one of the fastest bicycle riders in the vicinity, figured, has been the means of converting the clergyman to the cause of cycling. The reverend gentleman had expressed a desire to become a cyclist, and the young clerk, in order that the merits of the wheel for speed might be tested to the satisfaction of his clerical friend, suggested that a race would be in order, he to ride from the Elizabeth to the Newark depot and return on his wheel, and the clergyman by train. The clerk pedalled away from the depot four minutes ahead of the train bearing his friend, and rode up North Broad street and the Boulevard and on into Newark at a rattling pace, reaching the Broad Street Depot in Newark in time to see his friend emerge therefrom. The start back was made by each at the same time, but on coming along the Boulevard the clerk met a fellow cyclist, and slacking his speed to chat with him allowed the clergyman to step on the platform just seven minutes before his arrival. The distance is counted just about five miles, and the train time for the trip is twenty-two minutes. The clergyman was so well pleased with the exploit of his young friend that he *will* get a wheel. And thus we gather them in.

A LITTLE "bird" informs me that the cycling manager of a New York sporting goods house, will, in conjunction with a wide-awake editor of a cycling journal, give us a grand race meet on the Roseville track during August. This is good news, and, I hope, will turn out to be "straight."

THE flyers complain of the want of attention paid to the track by the Cycling Association, and say that it is running down and requires daily attention. This should be looked into by the directors, as they can ill afford to let the ground go to ruin now, unless they want to make a sure thing of losing what money they have invested.

IN all probability the New Jersey Wheelmen will be pleased and others displeased to hear that the township law prohibiting the riding of cycles on the sidewalks in Bloomfield, has been rescinded. This does not mean that riders are to consider themselves the owners of the sidewalks, but on the contrary, they should impress the fact upon their minds, that when using a sidewalk, they should give way—first, last and all time—to pedestrians.

How I should have enjoyed chasing your proof-reader up Eagle Rock Hill on Saturday when I saw how cleverly he had made our "William Henry" the "horse scorcher" instead of the "boss scorcher" of the N. J. W. Now "W. H." is bound to saddle the whole blame on me, but I told him I was not the least *bit* responsible for the error. He's not at ease, however, and wants me to inform you that "when you want to change a 'boss' to a 'hoss' hereafter *sur*, single out some one who will better appreciate the joke.

I MET W. B. Banker, of the Passaic County Wheelmen, in H. A. Smith & Co.'s a few evenings ago, and was informed that the members of that lively organization were very much "down in the mouth" over their failure to secure the half-mile track at Clifton, in time to get it in proper shape for the 30th July, on which date they proposed running a race meet. Mr. Banker says that although the track is at present pretty badly cut up, they would be able in a short time to put it in condition for fast time being made, could they make satisfactory arrangements with the managers.

So Kluge has at last given up "pushing the levers," and taken to "turning the cranks." He may be found any afternoon speeding round the oval at Roseville, mounted on his new love, the Columbia racer. It is generally understood that he has given up *all* connection with the King Wheel Company. I would not be paralyzed with wonder were we to have our wish of seeing the former "King of the

Star," once more pumping the "Jersey coffee mill," gratified before many more moons have set. What a team Frazier, McCurdy and Kluge would make. But we'll see what we *do* see. Charley is training in first-class company at the track, his daily companions being A. B. Rich, H. J. Hall, Jr., and Chas. A. Stenken, and some excellent work is done by the quartette. Stenken has developed remarkably this season, and if he does not come very close to the "best on record" for the Star, before the season closes, I'll be away off. He and Rich rode four miles in twelve minutes (the three in nine minutes, and the two in six minutes,) a few days ago. Rich is at it with the evident intention of giving J. W. Powers, Jr., a big contract when next they meet.

NEW YORK.

"THE RAVEN."

It's dangerous for you Bostonians to come over here, to this large electric lighted town, and rush in and attempt to keep up with the procession until you have become thoroughly acclimated and initiated. Here is an example. A wheelman, well known in Boston town, forsook the land of beans and settled here. A wheelman, and consequently a gentleman, he joined a well-known club, and was welcomed by all. Among his clubmates were many who "bearded the lion in his den," by the pursuit of the agile dollar in Wall street. Our Boston hero became impressed with this short road to fortune, and one morning he found himself the proud possessor of a small number of shares of Manhattan Elevated R. R. stock. I say he possessed it; well, not exactly, but the broker possessed about a thousand dollars of the Boston man's money as margin on the stock. One bright and glorious morning, when all the world seemed at peace with itself, Mr. Jay Gould thought that Mr. Cyrus Field had too much money, and, as a remedy, raided Manhattan stock till the price dropped some thirty points, and that evening your fellow townsman got a polite note from his brokers, saying that owing to the panic they were unable to close out his stock at the exhaust price of his margin, and they should look to him to make good the difference, which was a neat amount somewhere in four figures, and forthwith another Boston wheelman gave it as his opinion that New York was a mighty mean sort of a place, anyhow.

HOWARD GREENMAN, President of the Ilderan Club, is spending his honeymoon in the Catskills.

THE roads in Central Park have received their summer coating of loose gravel, much to the disgust of the wheelmen.

GERMAN ambulances are equipped with a heavy grade of bicycle wheels, securing thereby lightness, noiselessness, and absence of vibration.

THE German Bicycle Club is the latest departure in wheel organizations. I expect shortly to be able to chronicle the birth of the "Milesian," "African," and "Sheeney" wheel clubs as well. There's room and a need for all of them here.

FRED RUSS COOK, the California champion, is, I hear, in training for a contest with the racing ostrich Oneoko. Cook is to ride six miles while the bird runs five. Oneoko won several racing contests in Africa, before being imported for breeding purposes to an ostrich ranch in California.

WHEELMEN objecting to make themselves ludicrous by ringing a bell at every street crossing, as compelled to do by the recent ordinance passed by the board of aldermen, comply with the law by attaching to their wheels one of those small bells used to adorn the collar of a pet dog, which, while constantly ringing, is not annoying to the rider.

PROBABLY no one interested is so well pleased with the passage of the bill giving the freedom of the park to wheelmen as are the proprietors of Mt. St. Vincent and the Casino, the two swell restaurants there. It has made trade brisk for them, and these warm nights causes the cyclist to spend much time and more money on their cool piazzas, dallying with illusive beer and the festive gin fizz. Chief Consul Bidwell, ever on the alert to secure any advantage for his division, proposes to secure tariff for Leagueites at these resorts.

"DAISEY," in the *Bulletin*, gives us a glowing account of how she and "Happy Maud" and a lot more of "us girls" went on a "high and lonesome" tricycle trip to the "sea of destiny." It was just too sweet for anything, that description by "Daisey," of the fun they had; but there's one thing that is agitating New Yorkers, and that is, how "Daisey" and the girls ever recovered from a combination of "fried lobster and ice cream." Evidently, though, "Daisey" must have tried it before, for she informs us that "Its experiences have a place with many more of its kind in 'My Cycling Log-Book.'" It don't seem to me that I would have to write

down in my log-book any record of a mixture of fried lobster and ice cream to remember it for the balance of my life; but then, women are such forgetful creatures.

SYRACUSE NOTES.

"SALINA."

"God save the Queen." The Canadian trip is a thing of history, and all the party live to spin their yarns. All winter what we were going to do was talked, and now it's all what we did do. Members who did not go on the ride are hitting themselves for three base hits, and those who did, are the subjects of self-contented congratulation. Out of fifteen who solemnly swore they would make the trip, these six were the only ones who responded to the roll call at the depot at 7.10 o'clock Tuesday evening, July 5: Captain Carl G. White, Secretary and Treasurer L. S. Wilson, Bugler Chas. C. Truesdell, Lieutenant James P. Becker, Clarence C. Decker and George H. Harris. They formed themselves into a "Reach Kingston or Bust," society and for short called themselves the "Big 6." The Captain had ordered a new bike a few days before the start, and he was terribly afraid the wheel wouldn't see Canadian soil. Fifteen minutes before train time the wheel reached the express office, and the Captain had a half mile to travel. He grabbed the expressman by the coat collar, made him seize the crate, and with their burden they made time for the depot. The machine was set up in five minutes; roughly adjusted on the train.

REPORTS of trips like this one make monotonous reading except to those who are directly interested or have been over the same ground. A skeleton is all that can here be attempted. A full record of the trip would make a book. We debated as to the advisability of going into Canada, but after having made the trip, we recommend it to all who desire fine scenery and fine roads, providing they take the same route we took. The first forty miles of the Kingston road is bad and there is nothing to see. The fields are not cultivated; people, if there are any, are caged in their houses, and nobody asks you "How much one of them things costs?" or any other of the ratified chestnuts. The "grub," the first day out, is terrible, and we found the roads bad—freshly graveled, you know. Under the sand and pebbles was a hard finish, but we were just a week to late to find it. These first forty miles are up and down grade, and the kind Canadian, always ready to crack up his "blarsted" country, encouragingly remarks: "The roads are better from here on."

BUT I'm way ahead of the party; they are back in Syracuse. We take the train for Buffalo. Find the Mansion House about twelve o'clock; spend a few hours of the A. M. in riding over Buffalo's fine asphalted roadways, and in the parks, in company with local wheelmen, and ride out to Tonawanda in time for dinner. Then on to La Selle and Niagara Falls. Visits were made to the falls and points of interest, and in the evening, as guests of the Niagara Falls wheelmen, the party rode about the city and were piloted over on the new suspension bridge, where a view of the falls was had from the Canadian side, returning over the old bridge. Thursday morning a pleasant run of eight miles down the river to Lewiston was made, and here a boat was taken for Toronto. The party was the guest of the Wanderers' Club at Toronto, and the visitors were enjoyably entertained by Captain Orr and several club members. Friday's ride was to Bowmanville, a distance of about fifty miles, through Norway, Highland Creek, Pickering and Whitby.

NOTWITHSTANDING the fresh gravel these fifty miles are a good day's pull, as the road is full of grades and hills. There is nothing whatever to see after Toronto is left, and a wheelman would lose nothing by beginning his trip at Bowmanville or New Castle. Toronto is about all there is in the line of a town on the entire route. The Canadian cities are fair American towns. But from Bowmanville on, the roads, scenery and country itself, all improve. The party, the second day out from Toronto, made eighty miles with ease, riding to Belleville. Port Hope and Cobourg are good sized towns and quite lively for Canada. Dinner was had at Cobourg, and the party increased by three Port Hope wheelmen who were bound for Belleville. The afternoon ride was through Grafton and Newton to Brighton, where the party was joined by two wheelmen, members of the Star Club of Cleveland, Ohio, who are touring to Boston, and the entire company made the run from Brighton to Belleville, twelve miles, in fifty-five minutes. The night and Sunday morning, was passed in Belleville, and the remaining fifty miles to Kingston made Sunday afternoon, the riders receiving a cordial welcome at the hands of the Napanee wheelmen. Monday morning an early boat was taken for the Thousand Islands, and Monday and Tuesday spent at Round Island Park and on the St. Lawrence. The entire road riding distance covered was 225 miles, and for a week's outing this trip cannot, in the estimation of the "Big 6s," be ex-

celled. There is a variety to it that few trips afford, and the scenery in the region of the Falls, Niagara River and Lake Ontario is grand. The Ilderan club of Brooklyn, is travelling the same trip at this time, and we hope they are enjoying themselves, and meeting with as kind hospitality at the hands of wheelmen along the route as we did. The boys are already talking a short trip for October.

NEWS, aside from the trip and many short runs round the adjoining country by small parties, is scarce. You probably have more than enough of this already, so—I take a header.

ST. LOUIS.

"PHŒNIX."

THE Stone-Greenwood race is still a fresh topic. We cannot help wondering at Greenwood's marvelous climbing powers and Stone's grit. Neither man suffered a single fall in the race, and how Percy managed to pedal down every hill is a mystery. The idea that he spurted down Bulltown Hill in racing position, however, is bosh. He went down as fast as he dared, and claims that he could descend more safely on the pedals, than by coasting brakes off. Greenwood lost six pounds in the race. He believes that he can ride one way (forty-six miles) in four hours. It would be a dangerous feat, even on a Star.

THIS week's weather has been killing, and some of the small army who persist in thumping over the granite to business are dilapidated looking specimens these hot mornings.

LINDELL GORDON's many friends will be sorry to hear that he has been dangerously sick the past week. Lin. is too tough to give way, though, and is pulling through O. K.

LOOKING down on the Exchange floor, on Wednesday, I saw Harry Corey wandering innocently about the bear-pit, under Edward Stettinus' tender care. How many shares of Oachita did he sell you, Harry?

WHEN such personally popular men as J. G. Blaine have political brickbats thrown at their heads, certain cycling lights should not complain if they are shortly called upon to make public reply to certain charges of a serious nature. See the next Springfield Gazette.

THE St. Louis Cycle Club, with sixty-eight members present, held a booming meeting on Tuesday. The club is growing apace, and has sent circulars to the unattached urging all to come in, the initiation fees being waived for another month. The club will banquet Greenwood, and thinks of challenging the Missouri Club to run a team race on the Manchester road.

ALAS, poor Ladish! Two weeks ago he was as sane and cool as a man could be—to-day, a raving, gabbling maniac on the subject of Kansas City real estate. His pretty \$8,500 St. Louis home must go, and for future booms his favorite object will be town lots on the river Kaw. He was talking to Rogers in the thousands when I opened the A. W. office door. He jumped into millions, and kept going up till they labeled him, "The Lord loves a liar."

WASHINGTON.

"T. HANDLES."

WELL, the (chestnut) bell and lamp question is settled at last, and on July 26, will go into effect a law in this city, compelling wheelmen to carry at all times a "light gong or bell," to be used at their discretion, and between sunset and sunrise a lamp. I understand it will be put into force at once, though probably time will wear the keen edge off the "cheeser's" watchful vigilance, and six months hence a man can ride as he pleases with no objection raised—provided he has no accident. In case he does, however, and it is proven he had neither lamp nor bell, it may go hard with him.

THE Cycle Club's excursion, which was recently postponed, owing to unfavorable weather on the evening for which it was billed, has been set for August 4.

"RATCHET," will you tell us if "D. Rogers & Co." is—or rather, was—a Jew? I understand so; and further I am informed that that was by no means his proper name.

PERCENTAGE. Warren, R. I., claims one wheelman to every sixty-six of her population. We have one to every ninety, or two thousand cyclists in a city of 180,000 population.

VISITORS. During the week we have had with us Capt. A. D. Peck, Jr., and James W. Burr, of the Massachusetts Club of Boston; and V. Paul Ellis, and President Ira B. White, of the Seaside Club, Norfolk, Va.

SECRETARY-EDITOR BASSETT pays Crist, our local champion, a fine compliment by predicting that he will win the one-mile League

THE RUDGE HUMBER TANDEM.

The King of all Tandems.



FAST, LIGHT AND EASY RUNNING.

Stoddard, Lovering & Co.,

152 Congress Street, - BOSTON, MASS.

Some of the Trade

Delight in informing their friends that we do not sell any wheels to speak of, that the demand for them is very light in wheeling centres, where bicycle riders are posted.

We Append Herewith

A few letters from some of our agents who had given up a well known line of wheels rather than ours.

LOUISVILLE, Ky., April 18, 1887.

Dear Sirs: We have sold twenty-five Champions so far—twenty-one in the city, the balance outside, which is double the number of fine wheels ever sold in Louisville by both the agencies put together in a year, and I think we will sell not far from one hundred Champions this season. It has not been hard work to sell them—they sell themselves. If an old ——— rider is skeptical he is the man I want to get hold of, and let him first try an ——— and then a Champion. In this way we have mounted seven prominent riders on full nickeled Champions. Of course, this has had an effect on choice of wheels for beginners, which we intend to keep up. In fact, the machine has the most good talking and taking points of any machine I ever saw. For instance, you can grasp the large wheel and backbone of an ——— just above the step—it is not very hard work to bring the wheel and backbone together. Now try the Champion, and you will find that it don't go together worth a cent, and as the backbones on both wheels are nearly the same, one must give in the head and the other doesn't. I have ridden my own mount (a Champion, of course) over 500 miles this season, and have given it a pretty thorough test on rough roads, and I certainly would not exchange it for anything in the wheel line I ever saw. I rode it April 3d (after the snow storm) eighty miles, from Harrodsburg to Louisville, in ten hours, with six inches of mud for forty miles, and not anything loosened but a spoke. (I'll not say anything more about the Champion now; you may think I'm trying to sell you one.) Our successor has sold one ——— so far.

HERE'S ANOTHER:

The New Orleans agent, by far the largest 'cycle dealer in the extreme South, says:

NEW ORLEANS, La., April 21, 1887.

Gentlemen: Your favor of the 15th inst., asking for a candid expression of opinion as regards the American Champion Bicycle, manufactured by Gormully & Jeffery Manufacturing Co., has been received. In reply, I would say that in all my experience I have not

found a wheel that gives such entire satisfaction and sells as readily as the "Champion." I have sold it since first introduced, and in this State it outnumbers other makes of high grade wheels about seven to one. It has proved a durable, easy running wheel, and its reputation here is fully established. You can recommend it to your customers with the utmost confidence. I could send you any number of direct testimonials, but infer you are writing for what is called a "condensed" experience.

AND STILL ANOTHER..

The Cincinnati agency is equally enthusiastic. Any one who has seen the four-horse teams of Cincinnati will understand the reference to the roads in the following:

CINCINNATI, O., April 10, 1887.

Dear Sirs: We are in receipt of yours asking information regarding the Gormully & Jeffery goods. We feel that we cannot say too much as to the good merits of their machines. We have handled the "Ideal" for four years and the "American Champion" from its first appearance last season. In every instance they have given perfect satisfaction to the purchaser. The American Champion, for ease of running, rigidity and general durability, is not excelled by any wheel. The American Challenge is a good staunch roadster at a moderate cost, that has proven itself by actual usage on our roads (and worse could not be found in our immediate vicinity) to be a thoroughly reliable machine, answering all the requirements of a good all 'round bicycle at a moderate cost. The Ideal is beyond a doubt the best boy's wheel ever produced. The success of the wheel has been phenomenal about Cincinnati, and it is certainly well earned. It affords us great pleasure to offer these machines to the public, knowing that for thorough workmanship, reliable construction and good quality of material employed in their manufacture, they are all that is claimed for them and sure to give satisfaction. We congratulate you on having added these wheels to your list, and wish you every success that they are bound to bring you.

There are plenty more to follow. In fact we are prepared to satisfy an extraordinarily keen appetite for reflection.

Catalog on application.

Gormully & Jeffery Mfg. Co.

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

Championship race at Cleveland. The boys will have to beat 2.42 2-5 to get ahead of him, and I am of the opinion that he could better that record himself.

DRESS her appropriately, relieve her of that key, and mount her on a light, easy-running trike, and what a pusher the *Record's* personification of "The Progressive Idea" would make! Imagine her on the park roads driving her steed with those muscles, and pity the hearts of the New York riders! Miss T. P. I. here's our best.

AN interview appeared in a local daily of Saturday last, in which a dealer here is reported as predicting the introduction of the ladies' bicycles in Washington this fall. Now, girls, here's your chance! You have envied as, and complained of the heavy tricycle, sociable, and tandem long enough. Try the new steed with a U frame, and be "one of the boys" with the rest of us. I'll wager \$5 I will have the first lady in the city out riding on one in the day time. There are plenty here who will venture, and it's my good fortune to know a few of them.

So Ducker has commenced operations in Buffalo. Well, well, I wish we had him here, or one of his ilk. With our streets, our attractions, (our girls), and our track, what a race meet he could help us give. Perhaps he could harmonize our two clubs, and coax them into joining hands in a combined effort. Baltimore and Norfolk will give races this fall, and Washington flyers, as usual, will take the prizes in the open events. With all this carrying off of prizes, Baltimore, Hagerstown, Reading, Norfolk—all our surrounding centres—thrive, and repeat the experiment, yet Washington does nothing.

RECORD OF THE WEEK.

LET us see how unfair that 300 yards handicap given McCurdy against Rowe. Rowe's record for 3 miles is 7.48 4-5. The race at Lynn May 30 was won by McCurdy by about 30 yards. The time was 8.49! The conditions at Lynn on that date were favorable for fast time. From all this we think the Rowe of this season and last are not the same. Sixty seconds falling behind his best when all things were favorable for fast time is pretty conclusive evidence that W. A. is not holding his own.

THE Wilkesbarre men won golden opinions for themselves by the manner they treated their guests during the meet on 4 July, in that city.

MALTBY, the American trick rider, is now in India, the last advices being from Calcutta. He had a very successful tour in Australia.

MR. N. C. FOWLER, of the Pope Mfg. Co., together with his wife, have been up among the mountains to enjoy the fresh and cooling breezes of a high latitude.

OUR friend, H. W. Gaskell, is for the time being a lonely widower, Mrs. G. having hied herself away across the sea to visit friends in Europe for a couple of months.

TO-MORROW (Saturday) night, the St. Louis club will banquet Greenwood at Delmonico's, in celebration of his victory over Percy Stone. Captain Wylie has charge of the arrangements.

PERCY FURNIVAL took a bad header while rushing a hill at a twenty-two-mile gait. He now carries his arm in a sling, and his face is badly cut.

UP to June 30, inclusive, W. A. Illston, the young English crack, had taken out of fourteen races, twelve firsts and two seconds, the best showing, by odds, of any of the English amateurs for this season so far.

AT THE great Jubilee banquet tendered the visiting wheelmen by the London cyclists, Mr. C. W. Nairn was in the chair. About one hundred or more sat down to one of the most enjoyable feasts ever held by wheelmen.

THE Lynn *Bee* predicts that Crocker will be the champion of America before the snow flies. Evidently Billy Rowe and the Lynrites are out. The same paper speaks of the "fall tournament." Is that so? Where?

BATTENSBY and Woodside have signed to run 10 miles on the Shields track, 13 August, and 20 miles at Jarrow, 20 August, one mile at Shields on 22 August. Stakes £25 a side—the winner of two races to take the purse.

A PARTY of Cambridge cyclists (?) propose to do the White mountains by means of a barge and four horses!! Fie, gentlemen, this mode of traveling is altogether too Sybaritic, why not *foot* it? This way is more befitting the sturdy wheelman.

THE *Wheel* says that Bassett and the editor of this paper are fighting for the "Punster Championship." We think it rather hard that one lapse during the twelve months should bring down the ridicule and contumely of all mankind, and besides our attempt was "such a little one."

THE next event of any prominence in this section will be the Division Meet at Martha's Vineyard. Some of the clubs are making preparations to have cottages all to themselves.

THE Kansas Division Meet was held at Paola, Kansas, July 18, 19, and 20. We have not any advices up to going to press. We learn, however, that the Kansas City men have been hard at work training for the races.

ON the first of August the Pennsylvania Club expect to move into their splendid new quarters. Chairman Worrell of this club has been wonderfully indefatigable in bringing about the consummation of the Pennsy hopes, (i. e.) the occupation of their own club house.

THE *Pall Mall Gazette* handles Tom Stevens and "our only" Karl Kron without gloves. According to the sweet-scented sheet "Tum-mus" and "Karl" never wrote anything worth reading. This, of course, settles it, but still we hope to see both books reach a good round number of sales.

MR. G. P. MILLS, the great long-distance road record holder, says that soda and milk is the best thing for him to drink when touring, and he advises those who "scorch" not to drink anything but water. As to diet, he says he rarely denies himself any solid, wholesome food.

WE were sorry to hear of the accident that occurred to Mr. E. Benson, of the Pope Co., a week ago. We hear, however, that Mr. Benson is now almost fully recovered and will be soon seen on the milldam mornings and evenings, en route between business and home, as of yore.

SUMMING UP the peculiarities of the cycling season of 1887, the Providence *Journal* winds up as follows: "And a surprising number of wheelmen have come to the front to make a spectacle of themselves, and inquire and have it proved why bicyclers should not ride on the sidewalks."

WILLIAM LAMB, "of New Jersey," is looked on as a likely successor to the late Geo. Weber, he is developing great speed, and his admirers say he will finish the season among the front ranks of racing men. They call him "Spring Lamb" in his vicinity, because he was entirely unknown until the early part of the year.

THE Executive Committee of the League have investigated the charge embodied in the vote of censure passed by the Maryland Division on the Secretary-Editor for not printing "official notices" sent from that division, and found the charge utterly groundless. There was nothing "official" in any of the discarded manuscripts.

A MATCH between Whittaker and Ashinger will probably be arranged. The distance will be either five or ten miles, and in the former distance Ashinger will take one-fourth mile handicap, and if a ten-mile race, he will be given one-half mile. Prince and Whittaker are also matched for a ten-mile race from scratch.

AMONG the marvellous stories that the Western correspondents have to regale our insatiable appetite for the wonderful, is, that Hal Greenwood *lost six pounds* during his great race with Stone, and further, the strain in climbing so many hills was so great that he could not *shut his jaws* together for some time after he stopped!!

THE Overman Wheel Company are fitting up a tricycle especially for use by a postman living in the Brighton District. It is an ordinary pattern Victor trike, with a specially constructed carrier for holding the mail bag. We should not wonder if the example of this wise postman was largely followed by the gray-coated servants of Uncle Sam.

THE Indiana tour has come and gone, and all "allow" that they had a "right smart" time. Forty riders took in the trip, and the only absence of an expected participant, was that of Mr. George Davis, whose wheel has to carry round 240 pounds of good solid flesh and bone. Certainly this was an absence that would cause a large hole in the party.

"WHERE, oh where is the whist club nine?" Such was the refrain sung by the Boston Bicycle Club men last Saturday. True it is that the Boston team was weakened by the absence of President Hodges and Joe Dean, but notwithstanding this, Captain Whitney was on deck and anxious to meet the whist men. Alas! however, the "whist men" did not materialize.

THAT Pennsylvania has not entirely gotten over the early spring League fracas is proved by the following resolution offered by Mr.

H. B. Hart, of Philadelphia, which was passed at the meeting of the Pennsylvania Division, L. A. W., at Wilkesbarre: "That the action of the Board of Officers, in taking away the right of appeal, is against the best interests of our organization, inasmuch as by this action the wishes of the body at large could be defeated."

We had a call last Tuesday from the Treasurer of the League, Mr. W. M. Brewster of St. Louis. Mr. B. is here on League business, and will stay most of the week in this City. We hope to give him a turn down the bay, so that he can get a sniff of fresh salt air as a bracer, prior to his return to that suburb of Gehenna where he resides, and which is known commonly by the name of St. Louis.

INVASION of Canada has really begun. By way of Upper Canada the Ilderan Bicycle Club have penetrated as far as Montreal, while from the lower Provinces, Captain Whitney leads a strong detachment, with which they hope to capture the historic city of Quebec by the 24th. From all we learn, these ruthless invaders are well received by the invaded, who showed every evidence of willingness to become annexed.

AUSTRALIAN exchanges speak in doleful accents on the decline of amateur racing in that section of the globe. The cause assigned for the downfall of interest in racing is attributed to the poor dear old amateur chestnut. The use of professional trainers is also put down as a pernicious and demoralizing custom. Altogether the Australian writer looks ruefully on the prospects while under the stringent rules of the N. C. U.

At the race meeting held at the Melbourne (N. S. W.) Exhibition Building, for the benefit of Rollinson, there was a novelty race, with reference to which the *Leader* said: "The novelty race was very amusing; at one stage the racers had to dismount and drink a bottle of lemonade. Some practical jokist stuffed the mouths of the bottles with pepper; and to watch the wry faces of the men as they got the dose, was fun indeed.

A CABLEGRAM to the *Herald* states that at Birmingham, July 16, Temple won the half-mile bicycle championship, and beat the quarter-mile grass record made at Norwich on Thursday. Woodside lost the twenty-five mile championship race by a yard. In the same race Morgan's machine collapsed while he was leading. This cablegram does not state who Temple rode against, nor what was the time made in the quarter-mile grass trial.

THE new Warren Club of Roxbury is now established in its new quarters at No. 13 Walnut avenue. The new badge for the club is the prettiest thing in the way of a wheel club badge in Boston. It is on open-work wheel with wire spokes and a solid rim, and on the front in raised scroll work is the name "Warren." The whole is gotten up in a very neat manner in gold and black enamel, and makes a very handsome badge. It is large enough to wear on the cap, and easily distinguished at some distance. Any riders in Roxbury or vicinity will do well to send in their names for membership, to the Secretary of the club.

A PARTY by the name of Coningsby of Philadelphia, got a deserved thrashing from a Mr. Morton in the West Park of that city. It seems Coningsby raced past Mr. Morton who was driving. It is bad enough to race past a horse at any time without warning the driver, and when in doing so the rider spurts recklessly past in the coat-tail-flying, head-down, lever-pumping style that this erratic young person affected—and on the wrong side of the road—he renders himself liable to arrest. If in addition to this, as Mr. Morton claims, on being remonstrated with, he replied impudently and profanely, it is small wonder that the gentleman used his whip promptly, and we think deservedly, if our authority is correct.

THERE are always two sides to a story, and the following taken from the Philadelphia *Item*, gives Mr. Coningsby's side: "It appears that while Fred Coningsby was riding his bicycle on the Concourse in the West Park he passed a buggy. According to his side of the story, the occupants of the buggy prevented his passing to the left, and swerving to the right, he passed the vehicle on that side, with the result of startling the horse. Mr. Morton then followed him, cut across his path and struck him with his whip.

WE dropped in to see "London W." the other day, and found him fresh from a seven days' embrace by the invigorating salt breezes. After a nautical hitch of his trousers and a movement of the quid to the starboard side of his potato trap, we pumped out enough information to satisfy our inquiring mind that the party had been having a bang up time. We promised to keep it dark until such time as our co-worker puts the story of "The Cruise of the Undine" in manuscript for ourselves and our readers. The next notes we get from "London W." will deal of sheets, blocks, tacks, reefs and schooners, instead of the customary cycling lore with which he periodically treats our patrons.

WHEN will stupid authorities learn that they cannot forbid the use of the streets to wheelmen? vide the following: "The aldermen of Carthage, Mo., intend to pass an ordinance prohibiting bicycles from the use of the streets. There are only a few L. A. W. members in Carthage, but they have put the case in the League's hands. Mr. A. C. Stuart of St. Louis, member of the Rights and Privileges Committee, will take charge of the matter, and it is safe to say that the streets will not be closed to wheelmen, notwithstanding all attempts by country town councils."

A CORRESPONDENT in *Bi.'s News*, in answer to "The Senator's" complaint that English railway carriages are not warm in winter, says: "Admitting that the apparatus for heating purposes is not all that could be desired, it still has the advantage of perfect safety; but whenever a serious accident occurs on an American line, the stove invariably topples over and fires the train. I should have thought the previous loss of life that has accrued quite recently from this 'superior method of warming' would have silenced its most enthusiastic supporters." We think he has hold of the safest end of the argument.

ON Sunday two members of the *Outing Cyclists*, Messrs. Frank F. Austin and Harry G. Stuart, made a bicycle ride which has never been equalled west of St. Louis, as far as is known. The two wheelmen mentioned started from their club rooms, corner Ninth and Broadway, and rode to Paola and returned, the former to Olathe, and the latter to Lenexa, fifteen miles south of this city. The start was made at 5.35 o'clock and Paola was reached about 1 o'clock. Owing to a late start, the wheelmen did not resume the trip back till 3.20 o'clock, Olathe being reached at 7 P. M. It was the intention of the two cyclists to make 100 miles, but they are satisfied with the record they made. There was several disadvantages which prevented the making of the 100-mile run, viz., lateness of start in the morning, exceedingly hot weather, and the vexatious late start from Paola. On reaching Olathe Mr. Austin was completely fagged out with the ride, and would not venture farther. Harry Stuart was very anxious to complete the run, and struck out for Kansas City, but darkness overtaking him at Lenexa, he stayed there all night, coming in on his wheel this morning, making ninety-five miles. The roads were not in the best of condition, but were better between Olathe and Paola. Taken altogether the trip was a record one. The roads of the West do not compare with those of the East, and the ride was, therefore, a good one. Some time since the members of the Old Rambler's Club, of St. Louis, accomplished a 100-mile run, but the course was over macadamized roads and through the parks. The following are the statistics of the trip: Start, 5.35 A. M.; time to Olathe, 2h. 50m.; twenty-three miles. Time from Olathe to Paola, 3h. 40m.; twenty-four and three-fourths miles. Return, start from Paola at 3.20; time to Olathe, 7 o'clock; to Lenexa, 8 o'clock; total distance, eighty and one-half miles; actual time to Paola, 7h. 25m.; actual riding time, 6h. 15m.; average number of miles per hour, seven and eight-tenths. On the trip down Harry Stuart's rear wheel broke, caused by the rough roads, and considerable time was lost thereby.—*Kansas City Journal*.

TEMPLE BREAKS A RECORD.

LONDON, July 15, 1887. In the athletic sports at Norwich to-day, Temple beat the quarter-mile bicycle grass record in 36.25s. [If this is reported correctly by the *Herald*, then Temple has succeeded in beating the best English path record, either "grass" or "cinder." It was only the other day that this marvellous "little big" man got away with the English "cinder" record in 37.15. The cablegram does not state whether this was from a standstill, but we presume it was, although the time would indicate not. We shall wait mail advices with interest.—Ed.]

FIFTH ANNUAL MEET OF MICHIGAN DIV. L. A. W.

THE following is an account of the Fifth Annual Meet of the Michigan Div. L. A. W. held at Detroit, July 11. Weather: Fine, no wind. Track: Quarter-mile gravel, slightly bumpy.

1. One-mile, novice—1, J. D. Lamont, Chatham, Ont., 3.25 4-5; 2, W. K. Bradish, Detroit Star Club, 3.27 2-5. 2. Half-mile, open—1, Harry Davies, Toronto, Ont., 1.23 1-2; 2, T. B. Nicolson, Crawfordsville, Ind., 1.23 3-5; 3, Bert Hedges, Adrian, Mich., 1.28. 3. One-mile, 3.20 class—1, G. E. Lane, Detroit Bi. Club, 3.11 2-5; 2, J. D. Lamont, Chatham, Ont., 3.15 4-5; 3, B. Hedges, Adrian, Mich. 4. Quarter-mile dash, for Detroit L. A. W. members—1, Geo. E. Lane, Detroit Club, 0.43 3-5; 2, W. E. Metzger, Detroit Club, 0.43 4-5. 5. One-mile, State championship—1, F. X. Spranger, Detroit Bi. Club; 2, Geo. E. Lane, Detroit Bi. Club; 3, B. Hedges, Adrian, Mich.; 4, M. D. Hubbard, St. Johns, Mich.

The judges declared this "no race" on account of loafing. The riders thereupon "kicked," and the matter will be referred to the racing board. 6. One-mile tandem—W. E. Metzger and A. F. Peck, both of the Detroit Club, start alone to make a record for the city; time, 3:31 1-5. 7. Three-mile, L. A. W. championship—1, T. B. Nicolson, Crawfordsville, Ind., 9:47 1-2; 2, F. X. Spranger, Detroit Club, Ont. 9. Half-mile, consolation—1, M. D. Hubbard, St. Johns, Mich.; 2, B. Hedges, Adrian, Mich., 1:44 2-5.

NOTES.

On the Fourth, at Saginaw, Spranger was run into and thrown, hurting his knee and leg, and also his arm. In the three-mile L. A. W. championship, his knee gave out at two miles, (6.40) and Nicolson had a walk over. Much sympathy was expressed for Spranger, as this promised to be a "tussle," Spranger keeping up with the Star fiend with ease.

The most magnificent specimen of a man Detroit has seen in a long time is Harry Davies of Toronto. He is about five feet, eleven inches, and weighs 163 pounds in training. His physique is superb, and being good looking to boot, was a favorite of the ladies.

While waiting for Nicholson to cool off before the two-mile open lap race, the audience was amused by the first safety race in Detroit, between Harmon Wendell and W. E. Metzger, both of the Detroit Club. 1, Metzger, (Apollo safety) 48 2-5; 2, Wendell, (Victor safety) 48 3-5, quarter-mile.

CHAMPIONSHIP RACES OF THE NATIONAL CYCLISTS' UNION.

The National Cyclists' Union championships were run at Aston Lower grounds, Birmingham, Eng., July 6. Frank Moore won the first heat of the five-mile tricycle race, in 15m. 28 4-5s., by a foot from Kiderlen. Mccreedy won the second heat in 15m. 26 4-5s. The final heat was easily won by Mccreedy in 17m. 22 2-5s. W. A. Illston won the three-mile scratch race by ten yards, from Kiderlen, in 8m. 41 3-5s. On July 8, racing was resumed. Gatehouse won the first heat of the mile tricycle championship in 2m. 57 3-5s.; Mccreedy the second in 2m. 51 3-5s.; C. E. Taylor the third in 2m. 56 3-5s.; G. P. Mills second; Kiderlen, fourth heat, 2m. 56s. Second round, Mccreedy, first heat, 2m. 53 1-5s., by two yards from Gatehouse and four yards from Moore; second heat, Kiderlen, 3m. 14 4-5s.; final, Kiderlen, by fifteen yards from Gatehouse, in 2m. 54 2-5s.; Mccreedy third.

PREVIOUS WINNERS.

		M.	S.
1883.	C. E. Liles, L. A. C.	3	18 1-5
1884.	C. E. Liles, L. A. C.	3	29 1-5
1885.	P. Furnivall, Berretta, C. C.	3	5 2-5
1886.	P. Furnivall, Berretta, C. C.	3	5 2-5

Illston won the twenty-five-mile championship in 1h. 19m. 2 3-5s. Up to within two laps of the finish it looked as if Hale would be a winner, but Illston, who had been hanging back, rushed to the front, and when the bell rang he led the field, and was never headed again. It will be noticed that his time is the best ever made in this annual race.

PREVIOUS WINNERS.

		H. M.	S.
1878.	A. A. Wier, O. U. Bi. C.,	1	27 47 2-5
1879.	H. L. Cortis, Wanderers B. C.,	1	24 4
1880.	" "	1	22 15 2-5
1881.	G. Lacy Hillier, Stanley B. C.,	1	27 43 3-5
1882.	F. Moore, Warstone B. C.,	1	25 8 1-5
1883.	C. E. Liles, L. A. C.,	1	22 42 3-5
1884.	R. H. English, North Shields,	1	22 20 4-5
1885.	" "	1	20 13
1886.	J. E. Fenlon, Gainsborough,	1	19 29 2-5

THE SOUTHERN LEAGUE TOUR.

(Concluded.)

FROM Waynesboro' extends eleven miles of the most beautiful road in the East, to Hagerstown. Here abound scenes of beauty, rocks and rills at the roadside, old picturesque mills, stretches of beautiful country which may be seen from the saddle at hill-tops; and here the hills can be pedaled down at racing speed, and the velocity will carry the wheel almost up the corresponding incline. The tourists pushed on rapidly enough, and a little out of Hagerstown encountered a good-sized escort party, making merry at a wayside inn. A rousing cheer went up from expectors and expected. The local wheelmen took their places in front, and the crowd moved on in file. The Hagerstown bugler tooted a reveille, and the tourist bugler an-

swered. The citizens crowded the sidewalks, and the enthusiastic reception gladdened the hearts of the weary riders. At the City Hotel a band struck up

"SEE, THE CONQUERING HERO COMES,"

and the tourists' hearts again beat high with pride. After supper, the H. Bi. C., with band in front, escorted the party to their club rooms in the Hose Opera House building. Speeches of welcome and replies were made, and the gay crowd seated themselves for cream and cake. Several humorous toasts and songs were had, the club orchestra discoursed sweet strains, and the evening's fun concluded with social chat and billiards. Here fraternal generosity cropped out again, and Mr. Sutter loaned Collamer his brand new full-nickel Expert to finish his tour upon. Saturday morning, May 14th, after being photographed *en group*, the tourists set off at 9.25 with Harry B. Irvin as Roadmaster, since Updegraff, who was to have acted, was hastily making preparations to attend the St. Louis meet. Russell remained behind to wait for a new head ordered by telegraph.

Martinsburg was reached at 12.30 without incident, and at 2.30 the party was off again, with Mr. Swope as Roadmaster. Four Winchester boys met them some five miles out of W., and they rode into town with bugle blowing and the irrepressible small boy cheering himself hoarse. After supper the local wheelmen served ice-cream and cake at a neighboring saloon, and to bed early? Alas, no! About this time some one suggested laying over Sunday here for a rest, and falling a day behind scheduled time. All were in favor but Randall, who wouldn't, and Mitchell, who didn't want to. Persistent begging brought the Captain over, so Collamer called a rest, and when Randall returned from the theatre, where he had spent the evening, he was apprised of the decision made. Then followed

A STORMY SCENE,

a discussion of pros and cons, and ifs and ands, concluding in Randall's leaving the next morning, and pushing on alone on schedule time. The three Baltimore boys also went on ahead to visit some lady friends up the valley. A Western paper, speaking of this lay-over on Sunday, says: "We decided during the evening for various reasons, to discontinue our trip till Monday, instead of riding Sunday, as we were scheduled to do. But one of our party decided to keep on even though alone, and this 'dear chappie,' as we nicknamed him, did. We could imagine him proudly riding through the valley and representing himself along the road as the sole representative of the Southern League Tour."

Sunday morning Russell's head reached him at Hagerstown, and quickly putting it in place, he hastened to overtake his mates on the road. Not knowing that they were laying off at Winchester, he proceeded with more speed than caution, and underwent the most exciting episode of the trip. It seems he was riding a certain narrow tow path with the Potomac river on one side and the canal on other. In a most unaccountable manner he found himself headed directly for the canal at a high rate of speed. Poor Black Crook touched his fingers diver fashion above his head, and calmly awaited events. They came with startling rapidity. A header, a splash, and a moment later the head of the unvanquished hero appeared above the surface half way across the canal. But Black Crook was both an excellent swimmer and diver, and soon both he and the machine were on land. He was mounted and off in a moment, without even giving his clothes time to dry, and his sudden apparition at Winchester soon after dinner in such a damp and dusty riding suit was a touching scene.

Sunday was spent in viewing cemeteries, napping, and flirting with

THE GIRLS OF AN OPERA TROUPE

stopping at the hotel. I won't say which occupation was the most enjoyed—every man to his taste, you know, but I *don't* believe it was the grave yards—that's too grave a subject; nor even the napping, for that's sleepy.

Monday, the 16th, a move was made at 6.15 with two Winchester boys as escort, some seven miles out. Ross broke a strap on his Star, Kirk and Russell waited with him, and the rest of the crowd moved on, and played ball at Middletown, a little hamlet on the road, to the intense amusement of the natives. At the bottom of Fisher's Hill—the longest on the valley pike—the tourists met Dr. Schmitt, of Woodstock, who escorted them into the latter town, and set up elegant, cool lemonade for the crowd before dinner. So much of this refreshing beverage was consumed that dinner was eaten with difficulty.

At Woodstock the party overtook the Baltimore delegation, and at 2.10 were off again, reaching New Market at 5, for supper. Leaving their wheels here, the boys climbed into carriages at 6, and were driven to Luray over the mountains, where they put up at Hotel Lawrence. This was the longest day's trip yet accomplished,

as the riding distance was fifty miles, and fourteen in carriages; yet so hardened had the tourists become that they were not unusually fatigued. Next morning Luray Caverns were visited, and what pen can picture their beauties? They were the Skeleton, *She*, the organ, the bass drum, the cascade, and the crystal spring. There was natural music 160 feet before the earth's surface, and then the party entered the spacious Ball Room, sang "Clementine" of last fall's tour, and danced to its notes, (recalling to the guide's mind the gay noisy party Burley Ayers led through there,) and bought specimens to their heart's content.

After an early dinner, more carriage riding—very tiresome, by the way, to a bicyclist—and at 4 the party left New Market in the saddle. *En route* this morning Mr. Bradford treated the thirsty tourists to iced milk, and further on Mr. Long had cold lemonade prepared. The two didn't conflict, however, as the exercise of riding and the lapse of time between drinks prevented. This day was one of drinking, indeed. More water was consumed between breakfast and supper than any day on the tour. Every well on the road was visited; but then it was very warm, and cool well water did no harm. Harrisonburg with Dr. Harris, late C. C. of Virginia, appeared over the crest of a hill at 7, and there were plenty of escorts for the party.

After supper, another banquet by the Harrisonburg Bicycle Club (as yet unorganized; the more to their credit, therefore, this kind reception), and following this the party adjourned to Dr. Harris' house for social chat, songs, etc. At the hotel was Randall, the "deah chappie," who had completed the tour, and ridden back this far. Here, also, Collamer received a telegram from Hagerstown, asking the return of the wheel loaned him. Mr. Thomas, of Harrisonburg, however, kindly provided him with a Star, on which he finished the tour next day.

At 7.45 o'clock, Wednesday, the tourists were again in the saddle, with P. S. Thomas as Roadmaster. At noon Staunton was reached, Mr. Webb meeting them a little way out of town and piloting them to the Hale House, amidst market wagons and skittish horses.

HERE ENDED THE SOUTHERN LEAGUE TOUR OF 1887,

and here the tourists disbanded, Kirk, Mitchell, and Barnes returning to Philadelphia, Atkinson and Lockwood to Baltimore, and Collamer to Washington by rail the same evening. Ross followed to Washington the next day, stopping over at the latter place, and on to New York Saturday morning.

Crawford went directly home to Illinois, Beatly took a railroad excursion through Virginia, and Russell, the best rider on the tour; well, it's a good deal as your correspondent "T. Handles" remarked a few weeks back, after stating that he made 100 miles in a day back down the valley: "Put that in your pipe, ye Blossburg men, and lay aside your club-mileage badge for E. L." Spite of all he could do, the hospitable wheelmen down the line detained him at nearly every point, and at Martinsburg he spent *two hours* for dinner! But even then he pushed on (took no more headers into the canal) tore himself from the clutches of the Hagerstown boys, and made Boonsboro' for supper, 100 miles from the start that morning. 'Rah for "Black Crook."

THE LOOKER ON.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE Boston *Herald* man gives "XM. Miles on a Bicycle" a big blast, as will be seen by the article found in another column. While all will acknowledge that Mr. Kron has "idiosyncracies," we rather think the *Herald* critic is a bit too biting and personal in his strictures.

THE dates set for the Massachusetts Division Meet are August 4, 5, and 6—Thursday, Friday, and Saturday. This will be one of the most enjoyable affairs of the season. Good bathing, good eating, and lots of charming girls; what *more* does a wheelman desire?

THE celebrated Duryea saddle, which has been used for some years past by all the well-known racing cracks, is now being delivered by the Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. Price \$4.

Advt.

THEY have a section of street in Providence, R. I., familiarly known to local cyclists as "Hell Gate." We think the name sufficiently suggestive without describing the "whyfore of the which." In the "nowness of the here" we are pleased to learn that Pluto's portal is to be re-macadamized, and thus it may soon lose its sulphurous cognomen.

THE Cobblestone saddle. With it one can ride off the ordinary city curb without danger. Embodies the best points of all the hammock saddles. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers.

Advt.

THERE is no section of the country that shows such a decided increase in cycling as Little Rhody. The wheelmen of this fragment

of the United States are happily unconcerned as to whether Springfield, Lynn or Roseville exist or pass out of the mind of cyclists. The Rhode Island State authorities have passed a law whereby the citizens of that territory can have a fine race track round the edge of the State, thus securing one of the finest four-lap tracks in the country.

THE following taken from the Baltimore *Argus*. The language is slightly involved but we can get at its intended sense by supposing that the "he" in last but one para means the Chief Consul: "We desire to state that we did not voice the sentiments of the C. C. in our past articles in reference to the next League meet, nor will we in the future. Neither do we pretend to say that the *personnel* of the division agree with us. Our remarks are solely our own, and being a member of the League, we are entitled to criticize it. He is an intelligent, zealous and loyal official, a credit to the State and nation. But being young, is full of ozone."

TWELVE wary Cincinnati, Ohio, cyclists went hunting for a quiet corner, and they found same way down in Washington C. H., Ohio. The ruralists were going to have some races, and so the Porkopolists went in and captured five races. The Court House cracks are consequently disgested.

THE old, tried and celebrated Lillibridge saddle, believed by many who have ridden it for years to be the best hammock saddle on the market. Made for all kinds of cycles. Price only \$5. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers.

Advt.

"WE should like to see such men as Howell, Battensby, Lees, Duncan, Medinger, Dubois, Temple, Woodside, and Bob English competing in races over distances from five to twenty-five miles, which would prove a very exciting competition."—*Cyclist*. We should like to add the names of W. A. Rowe and F. Wood to that list and then we think the fastest man in the professional ranks would have established his claim beyond a doubt.

THERE is a certain grim humor in the story told by *Wheeling*, of a small party of cyclists being set upon and knocked down by a big gang of roughs. After the first act, in which all the cyclists were placed *hors de combat*, they were permitted to get up, but on refusing to "shake hands" with their "dear friends, the enemy," they were promptly knocked down again. There is something very funny—at this distance—about the way they tumbled the poor lads over, and then wanted to "shake hands."

DON'T forget the dates of the meet of the Ohio L. A. W. Division at Mansfield. They are July 26, 27, and 28. We have the programme before us, a very elaborate affair.

WE wonder the Deacons allowed him to do it, or would listen to the wicked man's sermon; "Rev. John C. Mitchel, formerly pastor of the Wenham church, but who now lives in Danvers, had an engagement to preach on Sunday last in North Andover. He missed the late train Saturday night, and no train ran on Sunday morning. The parson was equal to the emergency. He mounted his bicycle and rode to the appointed place, a distance of fifteen miles, preached his sermon and returned by the same mode of conveyance.—*Bee*."

THE Secretary-Editor's life is not a happy one. The California Division held a meeting at Santa Cruz on the 2d July. A strained relation between the California division and the national organization were discussed at length, but it was not deemed advisable to secede at this time from the League. A vote, however, was taken, censuring Abbott Bassett, Secretary, and editor of the *L. A. W.*, for the editorial which appeared in the *L. A. W. Bulletin* of June 24th. Attention was called to the fact that the five-mile national championship would be run contrary to the rules, as the thirty day's limit had been violated.

THE Wonder saddle, wonderfully well suited for hard riding. Is of admirable shape. Whittaker has used it on all his runs and swears by it. In many sections of the country riders will have nothing else. Price \$6. Gormully & Jeffery Mfg. Co., sole manufacturers.

Advt.

A GERMAN rider, Mr. Emil Pfahler has been touring from Kief to St. Petersburg, Russia. The distance is about 1000 miles, and it Mr. Pfahler ten days to accomplish it. The tour was not one of unalloyed pleasure. What with Shepherds, who thought he was a goon target to practice on with their fire arms, and what with dogs who took him to be fair game to chew up, the enterprising German did not have a hilarious time. No wonder the poor gentleman lost seventeen pounds of good solid flesh. The account does not state whether the dog got that seventeen pounds of meat, or whether Mr. Pfahler lost it by evaporation.

VAN SICKLEN is now fast recovering his old form. He is training hard at Cheltenham Beach track, and hopes to put Ehler behind him when the tape is being crossed in their match races.

VICTORIOUS QUADRANT!

The First Conqueror of Weatheroak again Demonstrates Its Superiority.

In the greatest hill climbing contest the world ever saw, held at Weatheroak Hill, England, May 21, participated in by the best hill climbers in England, employed solely to beat the QUADRANT, the following is the result:

MACHINE.	RIDER.	TIME.
1 Quadrant Tricycle,	Frank Moore,	1.27 3-5
2 Quadrant Tricycle,	A. J. Wilson,	1.30 2-5
3 Dromedary Safety Bicycle,	J. Moore,	1.36 4-5
4 Humber Crippler,	M. D. Rucker,	1.42
5 Humber Safety Bicycle,	W. Terry,	1.42
6 Quadrant Tricycle,	H. G. Priest,	1.43
7 Humber Safety Bicycle,	S. C. Stephenson,	1.54 4-5
8 Humber Safety Bicycle,	W. Allen,	2.17 4-5
9, 10, 11, 12, did not succeed in getting up.		

Mr. Alfred Bird, who had previously climbed this hill four times on a Quadrant, rode another make of machine in this contest, AND FAILED TO REACH THE SUMMIT, an uncontestable proof of the superiority of the Quadrant.

In connection with the above may be taken the fact that the Quadrant holds all Tricycle road records in the United States from 50 to 100 miles (made in the mud on Clarksville's hilly roads), and the world's 1 mile road record of 2 min. 38 sec. as a proof of its easy running.

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DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.
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Menns, Walter K., Everett, Mass.
Wheeler, Rev. Horace L., Newton Centre, Mass.

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"TEN THOUS. MILES on a BI." is now for sale in Boston at 79 Franklin st., 509 Tremont st., 107 Washington st., and at depositories in 160 other towns, whereof a list will be sent free (together with descriptive pamphlets of 48 pp., giving specimens of the 75 pp. of indexes and the 833 pp. of main text), on postal card application to the publisher, "KARL KRON, at the University Building, New York City, D." League members may also apply to him for copies, to be sent "on approval," prepaid, and to be either bought at \$2 or returned at a cost of 17c. for postage. There are 675,000 words in the book's 908 pages, whose binding is dark blue muslin, with gilded top. Cash orders at \$2 should be sent to the manufacturers, SPRINGFIELD PRINTING CO., Springfield, Mass. Subscribers outside the depository towns, who may wish to avail themselves of the half-price offered in '84 (for a 300 paged book of 75,000 words), should remit \$1.20 to K. K. at N. Y. not later than Aug. 1.

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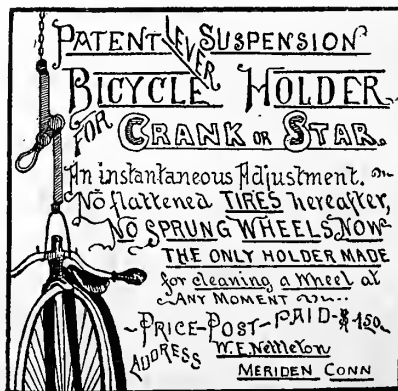
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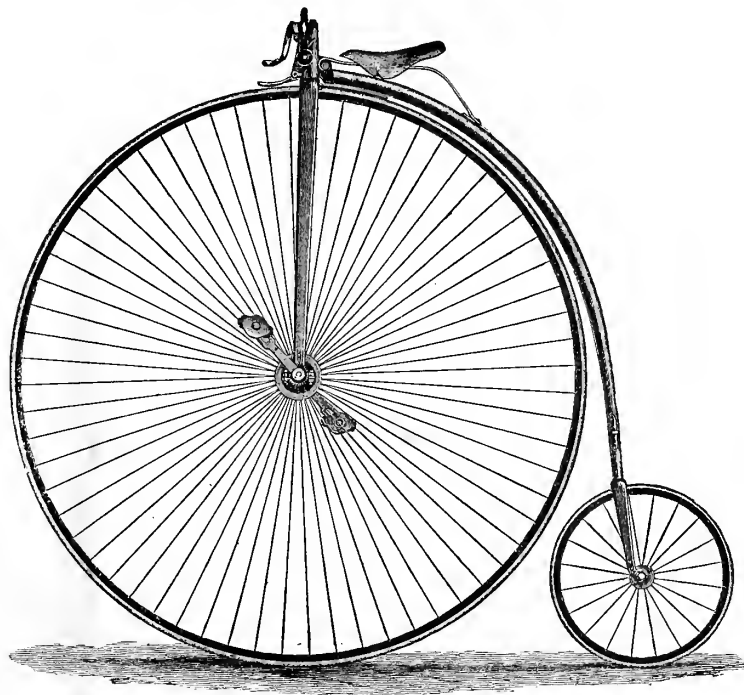
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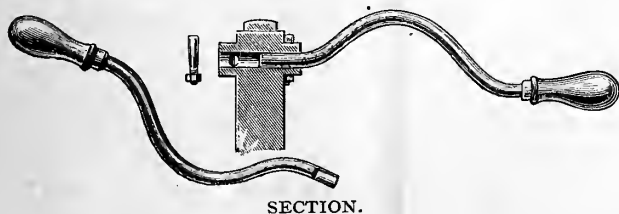


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Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with butt-ended spokes; front wheel grip brake.

PATENT DETACHABLE HANDLE-BAR.



FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles and Kirkpatrick saddle can be fitted at small extra cost.

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239 Columbus Avenue, - Boston, Mass.

Some Columbias.

American Athletic Club,
New York,
 Saturday, June 25, 1887.
 2 Mile Handicap won on a
COLUMBIA LIGHT ROADSTER.

Boston Daily Globe.

MONDAY, JUNE 27, 1887.

Rhode Island Wheelmen.

PROVIDENCE, R. I., June 26. The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner of Warren came in first. Time, 1 hour 42 minutes 5 seconds. L. A. Dawson of Pawtucket second, C. M. Morse of Pawtucket third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

Kings County Wheelmen.

6th Annual Meet,

Saturday, June 25, '87.

8 out of 10 Races won on
 Columbias, viz.:

1 mile novice, 2 mile handicap, relay race, 1-2 mile boys', 1 mile championship, Ilderan Club, 1 mile handicap, 5 mile State championship, 1 mile consolation.

Roseville, N. J., July 4, 1887

Races.	Winners.	Machines Ridden.
1 mile L. A. W. Championship.....	A. B. Rich.....	Columbia Racer
3 mile lap.....	J. H. Powers, Jr.....	Columbia Racer
1 mile Championship, Union County Wheelmen.....	A. W. Pierson.....	Columbia Light Roadster
3 mile team.....	J. W. Powers.....	Columbia Racer
1 mile consolation.....	H. Powers.....	Columbia Racer

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * *

STARTERS.	Actual time	Minutes' start.	Position'
H. R. Winship.....	1:12:55	8 1-2	1
C. H. Seig.....	1:16:45	11	2
W. J. Maus.....	1:17:33	11 1-4	3
T. F. Palmer.....	1:17:51	9 1-2	4
H. Mangle.....	1:11:23	11	5
W. M. Cook.....	1:18:55	8 1-2	6
F. E. Spooner.....	1:11:43	11 1-4	7
C. B. Pierce.....	1:17:30	6 1-4	8
R. E. Schmidt.....	1:11:50	9 1-2	9
H. L. Wheeler.....	1:15:32	14	10
Martin Bowbeen.....	1:18:55	6	11
F. T. Harmon.....	1:19:47	6 1-4	12
T. M. Crennon.....	1:19:00	5	13
B. B. Ayres.....	1:11:17	6 3-4	14
M. D. Wilber.....	1:11:43	6 1-4	15
W. D. Buckley.....	1:14:00	9 1-2	16
W. A. Davis.....	1:12:35	6 1-4	17
Frank Riggs.....	1:16:23	10 1-2	18
H. L. Fulton.....	1:18:20	11	19
R. A. Ehler.....	1:18:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster....
2	Columbia Light Roadster....
3	Columbia Light Roadster....
4	Victor.....
5	Columbia Light Roadster....
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster....
9	Columbia Light Roadster....
10	Expert Columbia.....
11	Champion.....
12	Columbia Light Roadster....
13	Columbia Light Roadster....
14	Columbia Light Roadster....
15	Columbia Light Roadster....
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion.....

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. * * * * * The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. * * * * * Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.—*Bicycling World, June 17 1887.*

Starters.	Machine Ridden.	Position at finish.
L. A. Miller, 54-in. Columbia Light Roadster.		1st
Wm. Harding, 52-in. Columbia Light Roadster.		2d
E. A. Deblois, 52-in. Columbia Light Roadster.		3d
F. L. Damery, 51-in. Columbia Light Roadster.		4th
Ludwig Forster, 54-in. Victor.		5th
S. J. Mills, 58-in. Expert Columbia.		Did not finish.

Lynn, Mass., July 4, 1887.

3 mile amateur, 3 mile professional handicap, boys' mile handicap, 2 mile professional handicap, 2 mile amateur handicap, 1 mile run,

WON ON COLUMBIAS.

POPE MFG. CO.
COLUMBIA BICYCLES
 And Tricycles.

Boston, New York, Chicago
Catalogue sent free.

SPRINGFIELD, July 4, 1887.

Races.	Winners.	Machines Ridden.
1 mile novice.....	H. B. Arnold.....	Columbia Light Roadster
1 mile, for boys.....	Geo. McClelland.....	Victor
1 mile, 3.20 class.....	Geo. C. Dresser.....	Columbia Light Roadster
1 mile handicap.....	E. A. Deblois.....	Columbia Light Roadster
1 mile club.....	W. H. Jordan.....	Expert Columbia
Special challenge, 5 mile lap.....	H. B. Wardsworth.....	Victor
1 mile ride and run.....	Thomas Harvey.....	Columbia Light Roadster
1 mile, open.....	E. A. Deblois.....	Columbia Light Roadster
1 mile consolation.....	D. P. Williams.....	Victor

TEAM RACE.

E. A. Deblois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points. **ALL RODE COLUMBIAS.**



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DEVOTED TO THE INTERESTS OF CYCLING

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BOSTON, 29 JULY, 1887.

Volume XV.
Number 13.

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**BIG
4**

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"BIG 4," 100 MILES,
BOSTON 100 MILES.

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All 100 mile events--open to the world.

Many Races,

Including such as "The Eastern Club Race," "The Wanderer's Road Race," &c., have been won on VICTORS, but we mention only the fields which have been open to all comers. THE VICTOR FEARS NO COMPETITION, and glories in no race where any rider is barred.

In several instances where a choice of different bicycles was given the winner as a prize the Victor has been chosen.

Overman Wheel Co.

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THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

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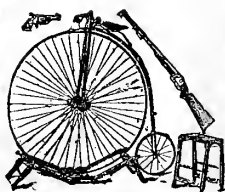
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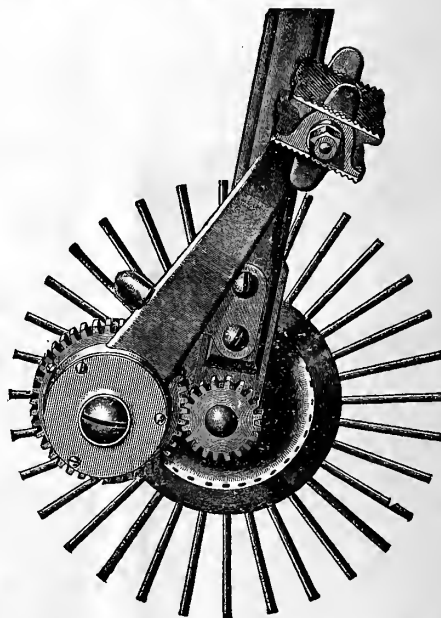
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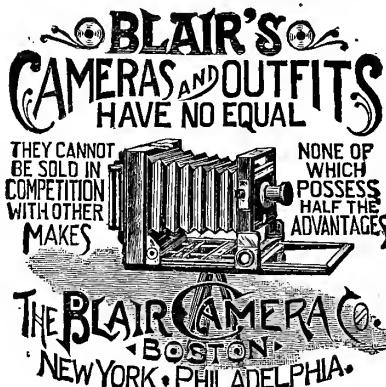


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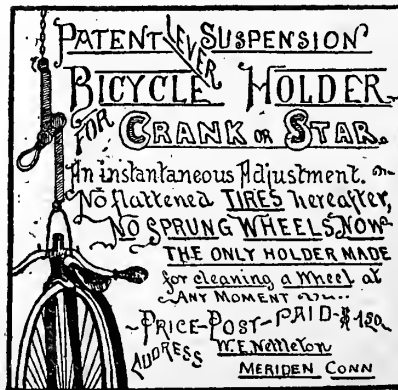
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Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 29 JULY, 1887.

IT may be remembered that some few weeks ago, we printed an intelligent (?) letter from a-wheelman-in-favor-of-sidewalk-riding. It may also be remembered that we made some pointed comments on same. Well, the thunderbolt has fallen, and we lose one whole subscriber, but still we live to tell the tale, and the WORLD will be issued on time, as usual, next week.

JUST before going to press we made inquiries as to whether any cablegram had been received from Howell, in reference to his possible visit to this country. Up to that time nothing had been received from the English professional. From what we can learn the chances are about even as to his coming or not. In the mean time Rowe is quietly putting in some work at Lynn, and is patiently waiting the coming of the doughty Dick.

WE are in receipt of a private letter from a Western reader, in which he says: "I am sincerely glad that the amateur law is on the wane. It does very well for the English, where the aristocratic line is drawn very distinctly, but it is not the thing for good old Americans. Why don't the WORLD slaughter it?" We are rather amused on reading the last sentence relating to the "slaughtering." The WORLD has been consistent in trying to point out the weakness and fallacy of the so-called amateur rule as now enforced. Evidently our correspondent has not read the pages of the WORLD carefully for the past year, or he would appreciate the fact that our position on this question is not uncertain or shifting. When the National Racing Board decide that the mixing of amateur and professional in competition on the road, we fail to find language to express our wonderment at the astuteness and Solomon-like wisdom of the aforesaid august Board.

THERE does not seem to be much chance of getting the C. T. C. to recognize the fact that the theft of the design of the L. A. W. is a matter to be remedied by relinquishment. Only one thing remains to be done, and that is for our Executive to procure designs, copyright the accepted badge in this country and Europe, and then start out anew. We can scarce conceive a case of more deliberate and cold-blooded piracy than that of the C. T. C. in appropriating Mr. Lamson's "winged wheel" as their club badge. A strong protest has been raised, both in the press and in the proper official quarters, but the only satisfaction so far to be obtained, is the cool

query by the C. T. C. of "well, what are you going to do about it?" It has often been urged that the League ought to own the design of its badge, and as it is no longer the distinctive emblem of the American National body, we hope the powers that be, will see to it at once that a new departure be made and steps taken to legally protect themselves and the League from a repetition of the disgraceful theft perpetrated by the English Touring Club, or rather, by its representatives.

PROGRAMME OF THE MASS. DIV. MEET, L. A. W.

THE Board of Officers will hold a meeting in the Town Hall, Martha's Vineyard, Mass., at 9.30 A. M., Thursday, Aug. 4, and the annual meeting of the Division will be held in the same place at 10.30 A. M.

Thursday, 12.30 P. M. We take the train for Katama, where a clam bake will be served at Mattakeset Lodge, and afterward members can indulge in bowling, billiards, etc., or a short walk can be taken to South Beach, where a splendid view of the surf can be seen. 8 P. M. The Fitchburg Military Band will give a concert in Ocean Park, and members can indulge in "Bluffing," which is a feature of Cottage City.

Friday, 10 A. M. A parade will be held, and line of march will be over some of the smooth, concrete avenues. Clubs and unattached members will report to the Chief Consul at the Sea View House by 9 A. M. and have their places in line assigned. 4.30 P. M. Races around Ocean Park, three laps to the mile. The following is the programme of events: One-mile novice, amateur; one-mile handicap, amateur; one mile open, amateur; one-mile tricycle, amateur.

Entries close with Mr. J. S. Dean, 28 State Street, Boston, or Sea View House, Cottage City, Thursday, August 4. Suitable prizes will be given in each event.

8 P. M. The Martha's Vineyard Club will tender a reception and ball to our members at the Casino. Tickets for same can be obtained of the committee during the meet.

Saturday, 9 A. M. A sailing excursion in the waters of Vineyard Sound will be held, returning in time for dinner. The boats will be perfectly safe, and in charge of reliable captains.

4 P. M. A game of base ball takes place at Waban Park between two nines. The members of our Division, against the residents of Cottage City.

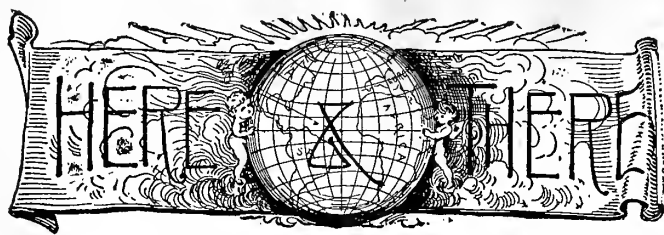
8 P. M. The Sea View House will give a hop to the visiting cyclists.

NOTWITHSTANDING the intense heat, Captain Peck and Lieutenant Burr of the Massachusetts Club, had a big time in their tour from Boston to Washington. All along the route the local wheelmen gave the two tourists a royal reception. They speak in the highest terms of their treatment at the hands of cyclists especially in New York, Philadelphia, the Oranges, Baltimore, and Washington.

It is strenuously denied by Hal Greenwood's friends that in consequence of the steepness of the De Soto hills and the effort made in climbing the same, he was unable to make his jaw and his tongue do their proper duties. Eye witnesses and hearers assert that his jaw worked to some purpose while he was taking dinner at Kimmiswick, and when his masticators were not at work his tongue was making things lively for the tympanum of those whose ears were in that vicinity.

DURING the hot weather the Baltimore Bicycle Club indulges in evening excursions. While old Sol holds high carnival, the majority, thinking discretion the better part of valor, enjoy themselves thusly: "The idea is to get a subscription list of two hundred gentlemen with tickets at \$5, admitting lady and gentleman; charter steamer for afternoon and evening. They being accompanied in its passage by plenty of good music, a substantial supper, dancing, (poetry spouting by the younger members,) and other enjoyable attractions."

We learn from the Providence Journal that in the days of cycling in that city, the whole Providence Club used to go out on runs, led by Captain Richmond, and would wheel over the country roads in stately and becoming dignity. When a good likely hill was reached it was the custom of the rank and file to silently dismount. Captain Richmond, however, would keep valiantly on, tugging and straining up the incline until he could stand it no longer, when he would make a spasmodic grab at his whistle, blow too gasping toots and and tumble off to behold the Club far below, ascending on foot. The boys used to call this manoeuvre, which Richmond executed generally all by himself, "blowing himself off."



WON'T some one give us a first-class sensation? It's like pulling teeth to get anything at all which is likely to be of any interest to our many readers. Rain and mud are almost all we have been able to find for a few days, and of these we have had a superabundance. The elements knocked spots out of a good day's fun on Saturday, when a large number of wheelmen were expected to assemble in Westfield, to participate in the opening of the new and handsomely appointed club house of the ever-pushing Union County Wheelmen, and to witness the five-mile road race under the auspices of that club, for the championship of Union County. The opening went off with as much of a "boom" as could be expected in such weather, but the race was postponed until the first clear Saturday.

A BIG race meet is on foot for 27 August, under the management of the Orange Wanderers.

THE following officers have been elected by the Camden Wheelmen: Wm. M. Justice, President; Harry Hood, Vice President; Geo. B. Brown, Treasurer; J. H. Crossley, Secretary and Captain.

SEVERAL members of the Union County Wheelmen have become members of the new company being organized in Westfield for the Third Regiment, N. G., N. J. Frank W. Miller has been elected First Lieutenant, and the genial Dr. Fred A. Kinch, Jr., Second Lieutenant of the company.

FRED GILBERT, of the Elizabeth Wheelmen, has won a place among the "100-milers" of that club, having covered the distance on Thursday (July 21). He rode fifty miles around Elizabeth and Orange in the morning, and took a jaunt to Morristown and back in the afternoon, in company with a fellow club member, J. F. Decker.

IN re the query of "T. Handles," I shall have to plead ignorance as far as Rogers himself was concerned, though I don't think he was. His partner, Smith, however, I know was a Christain (!). As to the names being assumed, I think my Washingtonian friend has been misinformed, although his information may be correct.

CHARLEY KLUGE tells me that he has not made and will not make any arrangement with any firm of makers to ride in their interests, but that all his riding this season will be on his "own hook," as he intends to ride as an amateur or nothing. He is going at his trade, interior decorating, and his time will be his own.

NOTHING new has turned up in regard to the flight of D. Rogers & Co. A big pile of mail matter is accumulating at the post office, however, for which it can hardly be expected that the members of the firm will ever put in a claim, and for their own safety they had better not. The editor of the *Wheel* thinks "the most precious of swindlers have gone to Australia, not to England." Well, the climate of Australia is hot enough to give them a foretaste of—eh! Prial.

NEW ORLEANS.

"SENIOR."

AFTER considerable penciling by the different wheel paper correspondents here, a little interest has been awakened in the riders, and twenty-four-hour records are all the style. Bob Abbott "wanted to see the wheels go round" after the fashion of "Helen's Bables;" in consequence he used himself as the piece of machinery to move them. He rode one hundred miles from sunrise to sunset. The next candidate for the honors was A. M. Hill, who several days after Bob's performance, rode 125 miles in ten hours, actual riding time. Then Bi, or Betts, tried his hand and succeeded in doing 132 miles in eleven hours. Not to be outdone, Hill made a second attempt, which resulted as follows: From 9 P. M. to 12 M., 40 miles; from 4.20 A. M. to 9.15 A. M., 50 miles; from 11 A. M. to 1.15 P. M., 25 miles; from 5 P. M. to 9 P. M., 44 miles; total 159 miles. Actual riding time 15 hours 10 minutes, which now stands as a Southern 24-hour record. The measurement of these distances was taken from tried cyclometers, and are considered reliable, except in the instance of Mr. Betts, who calculated his dis-

tance from memory and the knowledge of the roads travelled over. We would advise Mr. B., in order to remove all doubt from the minds of doubters, to use a cyclometer in future, as, no doubt, he intends to do more 24-hour record riding. A slight pointer here would not be out of place perhaps; it is, that a local rider (not given to blowing) said he was ready to do 250 if it was necessary, and *he can do it, too.*

OUR Chief Consul, H. H. Hodgson, has issued a circular, something similar to Ohio's, urging the necessity of obtaining recruits to the L. A. W. ranks. It is a nicely gotten up affair, and should be the means of forcing the Division members to exert themselves after the example of the C. C., and help fill the *Bulletin's* weekly lists.

AT a meeting of the N. O. B. C. two important questions were discussed. First, whether or not the club would remain a League club, and whether or not card playing would be permitted. After considerable discussion on the part of the soft-heads, it was finally decided not to remain a League club, and not to permit card playing, and so winds up two most interesting club questions.

ANOTHER of those delightful trips was taken by the club to Bay St. Louis; unfortunately your correspondent was barred from participating, and therefore can't give any particulars, sufficient though to say, that we think the seat of Captain Geullotte's six-days' illness can easily be traced to a little muscadine grower's cottage, situated some two miles back of the Bay. Again, we believe that the boys are satisfied with a certain Bay lady's ideal of the natural Villarsiphy of *viands* et?

THE Base Ball fever is evidently an infectious as well as contagious disease, as is proven by the actions of the wheelmen here. Two nines were organized out of the Club and Division, and appropriately named the "Headers" and "Anti-Headers." They secured the New Orleans Base Ball Park and played last Saturday. The game resulted in the disastrous defeat of the "Headers" by a score of 17 to 10. After the game the two teams, with other riders, attended, in a body, a reception tendered them by the Olympic Club, where a very pleasant evening was spent, winding up, of course, with the wheelman's old favorite "What's the matter with the Olympics?" etc. A return entertainment will no doubt be tendered the gentlemen comprising the Olympic Club, so several of the boys have been heard to say, and it's quite likely, for they appreciate a good thing, and are always ready to stand by it.

READING, PA.

"OWLET."

THE L. A. W. meet, or rather, the annual meet of the Pennsylvania Division L. A. W., at Wilkesbarre, held on July 4th, developed the fact that we have some other promising flyers in Reading, than Wilhelm and Schwartz. Snyder and Murry Kilmer came to the front, both winning their first races, against some strong riders. Snyder is a muscular young man of seventeen, machinist by trade. He rides a 54-inch crank machine as his regular mount, but races on a "Star." Murry Kilmer, who won the boys' race on Wilhelm's twenty-nine-pound Star, is only fourteen years old. He has had good opportunities to learn to ride, and has evidently improved them. After a few more years' development you can look for something fast. Douglas is another local light, and a familiar sight on the track in the evening, practicing with the boys. Perhaps he will come out in the future.

FRED'K WILLSON is spending the summer at Como, N. J., and reports that his mileage is swelling abnormally on account of the good riding to be had there.

OUR Consul is trying to get up another race meet, to be held in conjunction with the annual "Fair" this fall, but so far the idea does not seem to strike the boys favorably. Wish him success, however.

POTTER says, from experience, that the tandem ride of Mr. A. and Mrs. B. in Rhode Island, is, alas, a true description. He used to wonder why the handle-bars on a Humber were so heavy, but he knows now.

THE Ariels have a club run every Thursday evening, and so far have had quite good attendance. The Reading Bicycle Club do not seem to be very active as a club, but individually their members ride a great deal.

LAST Sunday a party of Ariels and Reading Bicycle Clubs went to Lebanon by train, to meet some Lancaster and Harrisburg wheelmen and take a run to Cornwall for dinner. Harrisburg failed to materialize, however.

MR. SMITH of Lancaster, had the misfortune to break his bicycle on his ride over to Lebanon, so he borrowed Essick's wheel—see

adv. columns—and he and Downey laid out a couple of ambitious Reading men so cold that they think something must have been the matter with their machines. Downey had a reputation to sustain, and Smith couldn't hold his wheel back.

AFTER the Baltimore meet, June 21st and 22d, Captain Schnidt of the Ariels went over to Hagerstown to test their celebrated pikes on his 58-inch Victor. He succeeded in covering 115 miles in one day, and on the next rode 104 miles straight away to Harrisburg, Pa., where some of the boys took him all over the town, and a little run of twelve miles in the country, to help him pass away the evening. That wasn't so bad, was it?

ST. LOUIS.

"PHENIX"

THAT amalgamation scheme is livelier than ever. It does not involve the joining of clubs, and the aim of its pusher, E. A. Smith, is to have built a fine general club house and track, by a stock company, following the lines of the Manhattan, and leasing the property to the proposed clubs. It is thought by prominent men here, that a membership of 500 could be obtained from the ranks of various clubs and the gymnasium. Smith is working hard and saying little, and will gain the end if it is possible.

I HEAR something of a proposed resolution at next month's meeting of the Missouri Club, forbidding its members to join other cycle clubs.

WEEKLY trips to Clarksville are the thing in some quarters, since the departure of the ladies to that pretty spot. I will pry into affairs up there next week and tell you about them.

THE "Little nics" have completed their base ball tour, and are now domiciled at their club house on Lake Maxinkucky, Ind., enjoying the wheel and aquatic and other pleasures.

GEORGE BAKER, who pedaled to Boston two years since, 1,354 miles in nineteen and one-half days, has disappeared from our midst. No one knows where he has taken himself, but it is thought he went West.

AN elegant photograph of Tom Stevens adorns the Missouri Club house reading room. It was taken here, and shows him leaning gracefully on a Victor (?—Editor.) bike, apparently gazing into the experiences of the past.

THE *Record* has gobbled up the *Springfield Gazette*, and will publish it, commencing with the August number, as a model of humorous and chaste cycling literature. The great Henry, says, however, that his last effort, the July number, will be a scorcher.

NEXT Saturday's games of the Missouri Athletic Club are looked forward to interestedly in all circles. The cycle races will be everything but fast. Sanders, a heavy weight, is coming to the front as a spurter, and has "done up" Klipstein in practice.

THE statement that Greenwood lost six pounds in his race was obtained from himself. This is not so surprising, as the writer will vouch for the fact that Fred Beckers lost three pounds in making the De Soto trip one way, some two years ago. Try it yourself, Foudry.

NOTES FROM

"PEDALS."

WE, that is, the genial and hard-riding Geo. S. Locke and your humble servant, have been rusticated at the pretty little town of Leominster, Mass., for a week past. Our ride from City Point was terminated by rain at Waltham, and although George, who doesn't mind such a thing as rain, wanted to keep on a-wheel, he finally was persuaded to wait and take the train. Arrived at North Leominster, a mile or so over concrete, (for here sidewalk riding is permitted), brought us to the town and the Leominster Hotel, which is the L. A. W. house. After a good dinner, the afternoon was spent in looking up some of the many friends Locke has here, for it was his boyhood's home; and in wheeling about the shady, quiet streets, the safety attracted a good deal of attention and much favorable comment. Leominster is a delightfully situated place with wooded hills and well-stocked ponds on every side, and very fair roads, that to Fitchburg, five miles away, being particularly good.

THE days we passed in luring the horny pout or the prickly perch together with occasional pickerel and bream from the depths of some of the lovely ponds. In doing so we managed to get tanned dark as Spaniards, and sunburnt necks and arms made collars and coat sleeves a misery.

ONE day, unluckily for us, we deserted our wheels, and obtained from a guileless livery man what purported to be a horse, together

with a buggy whose seat, not more than two feet wide, was evidently intended for use by Chloe and Strephon on moonlight evenings. With this turnout we started for Mount Wachusett, some dozen miles away. Most of the time the animal wandered at his own sweet will, while with pipes and newspapers, we endeavored to forget him. It was only at the frequent intervals when he walked into the bushes and stopped to eat the leaves off a tree, that he required any manipulation. All the two miles up the mount we were obliged to walk and pull the beast up also. After the long and lonely road up the mountain it was somewhat of a surprise to find at the summit a large hotel, well filled with summer girls and the usual compliment of elderly matrons crocheting on the piazzas, bald-headed gentlemen and pug dogs. The view from the summit is grand, embracing Mount Washington, and on very clear days, Bunker Hill Monument.

ALL the way back our nag amused himself by first sitting then kneeling down, sometimes trying to do both together. To steal a phrase from a well-known Boston wheelman, it was "more fun than a barrel of monkeys," and before we got to Leominster, we heartily wished we had come on our wheels.

SATURDAY, at eight o'clock, we started on our ride to Boston. Finding the roads much better than we had expected, we reached Waltham, thirty-five miles, at half past eleven. After dinner at the Prospect House, we were again on the road at 12.30, and reached City Point in a heavy shower at just 2 P. M., making the fifty miles in five hours' riding time.

FOR Boston wheelmen there cannot be a more pleasant excursion than to take the train to Leominster some Saturday afternoon, and on Sunday ride through Lancaster, Bolton, Stow, Waltham and Watertown to home. The roads the whole distance are excellent, and the scenery is well worth the ride.

OMAHA.

"STEPHENS."

THE West, and Omaha in particular, is still booming in a cycling way as well as in every other way. Yesterday at the track which Prince has laid out at the ball park, occurred the second race meeting of the season. The principal events were the five-mile dash, between Knapp, Ashinger, Eck and Bullock, in which Knapp won, time, 15.58, Ashinger a wheel behind; and the ten-mile run between J. S. Prince and S. G. Whittaker for \$500. Prince won in 33.59, with Whittaker only a quarter behind. This was a great race, and the crowd went wild with enthusiasm. Next Sunday occurs the great race between Ashinger and Whittaker, in which Ashinger reserves one-fourth mile handicap in five. An immense amount of money will change hands on this race.

LAST Tuesday evening as Mr. Prince and his wife were endeavoring to hold down the mercury at their pleasant home on Fifteenth street, a ring was heard, and in walked the great Tom Eck, accompanied by a charming young lady and a gentleman in ministerial garb. "Jack," said Tom, "I've come to get married; here's the lady, and here's the parson; we want your house for the ceremony." "My heyes," roared jovial Jack. "Tommy, me boy, make yourself at home. Mrs. Prince will you kindly send a messenger for nineteen gallons of banana cream, and get all the fireworks left in the city, we'll give Heck a send off." The generous Prince and his kindly wife soon had all arrangements made, and the knot was tied. The lady, Mrs. T. W. Eck, was Miss Jenny Carlisle, daughter of Mr. P. A. Carlisle of Minneapolis. She is also a sister of the well-known Steve Carlisle, one of the handsomest gentlemen who ever wore a "plug." Mrs. Eck is a charming brunette of most agreeable manners, and will make the "old man" a model helpmeet. The Canadian champion is receiving the congratulations of his many friends and has only to date, got rattled once, and that was when he introduced his wife to the writer, as Miss Carlisle. During the fireworks display at the close of the ceremony, what might have been a serious accident, occurred. Some passing urchin threw a light into the package of rockets setting them off all at once. Some of the "fiery devils" went in all directions, setting fire to the ladies' dresses, and causing general havoc. The sturdy wheelmen, however, soon squelched the gun-powder, and the affair went merrily on until the "wee sma' hours of the morning."

THINK of this, ye apostles of knee breeches for everyday wear! A writer in the *C. T. C. Gazette* has come out strong against the use of "shorts" for wear by men, either on or off the machine. Long everyday trousers are the proper caper for a man, cyclist or no cyclist, according to this individual's idea. This certainly is a new view of the matter, and one we think will find few followers, unless it be among the attenuated, the knock-kneed, bowlegged, or spavined contingent.

RECORD OF THE WEEK.

L. A. W. TREASURER BREWSTER returned to St. Louis last week, after a very pleasant stay of five days in Boston. His time was all taken up (that is, all the time he could spare from his official duties) by trips and visits with the local cyclists. Last Thursday we took him out to the reservoir for an airing, and in the evening he kindly accompanied us down the Bay, where we filled him up with salt sea air, after which he was entertained by listening to a "nocturne in C minor."

MR. BELL, formerly with the Overman Wheel Co., has accepted a position with the Gormully and Jeffery Mfg. Co. at Chicago.

We are sorry to hear that H. W. Gaskell will leave America permanently, having severed connection with the Pope Mfg. Co.

A. T. LANE of Montreal lately won a hill climbing contest on a rear driving safety over several of the strongest hill climbers on ordinaries.

We hope to be able to say something definite about Howell's proposed visit to this country. A cablegram is hourly expected giving the great racer's final decision.

A PARTY of Lynn cyclists, consisting of C. Whittier (Captain), Capt. F. M. Barnett and T. F. Tuttler, have started down East for a few days' outing.

It seems the New York Park Commissioners will enforce the carrying of lamps after sunset by all vehicles passing through the Park.

THE proprietors of the Mount St. Vincent restaurant in Central Park made a substantial bid for the cyclist's patronage by offering a discount of twenty per cent to riders.

MR. C. S. LUSCOMB resigns his position as one of the Executive of the "Alphabetical" Road Racing Association because "this kind of racing is illegal, and hence hurtful to cycling generally."

COLLAMER took Peck and Burr in hand during their visit to Washington, and did his level best to do up the Boston men on the road to the Soldiers' Home. It is needless to say that Massachusetts "got there" right up with the District scorchers.

THE loafing proclivities shown by some of the contestants in the late five-mile championship race at Brantford has brought down expressions of great wrath from all quarters. They are now suggesting the adoption of time limit as a preventive of this evil.

RIDERS who have been over the now celebrated De Soto road, say that Percy Stone's feat of racing down those hills on an ordinary without a single fall, is one of the most marvellous cycling achievements ever known.

AN exchange has come to the conclusion that something is wrong with Rogers & Co., late of Newark. Well, yes, we think there is something wrong there; we know of several sad people who have a very decided impression that way.

MASSACHUSETTS and Rhode Island League members should plan their vacation so as to be sure to take in Martha's Vineyard during the State Division meet at that resort. The dates are August 4, 5 and 6; bear them in mind.

LON PECK says that he knows a real sure enough girl in a ham-mock from a base imitation made in wax. We believe Captain Peck, as we think he is about as good a judge of the "rale" article as any man we know of.

A LEADING publishing house in Leipzig, Germany, has purchased the right to translate Tom Stevens' book, *Around the World on a Bicycle*. They are now engaged in preparing it for publication in Germany and Austria.

We are often asked if the riding of a cycle is not bad for nervous people. All we can say is that Dr. J. Leonard Corning, the well-known specialist in nervous diseases, has expressed himself in favor of the cycle as a means of health and strength.

THE New Haven Club is the last one heard from that moves into new quarters. The house warming took place last week, and some 200 guests enjoyed the hospitality of the club. The New Havens were organized in 1880, and now have a membership of some 150 active men.

A WRITER in the *American Athlete* wants to know "who Ralph Temple is, anyhow." Ralph Friedburg is the little Westerners proper name. He took unto himself the cognomen of "Temple" because the name was easier to pronounce by English tongues. Since his arrival in England he has developed a wonderful speed for short distances. Both amateur and professional experts pronounce

his leg motion in pedalling to be absolutely perfect, and they go so far as to say for anything under the mile he is equal to any man living. Before he leaves England it is prophesied that he will be Howell's peer for the full mile. In this country he was looked on as a first-class trick rider, but no one supposed he would develop the speed that he has.

THE Massachusetts and Rhode Island road book is promised by Chief Consul Hayes this fall. He says he promised it this year, and he proposes to have it. From Rhode Island we hear complaints that the work, so far as their State is concerned, is not as exhaustive as could be wished.

A COUPLE of weeks ago we noticed a case of attempted running down of cyclists on the Ripley Road near London by a celebrated pugilist, aided and abetted by a feminine by the name of "Maud." For that little bit of amusement the pug and his lady will have to pay some \$75 and costs.

WORCESTER will have a race meet August 13 (Saturday). It will be held under the auspices of the Worcester Club. The particulars will be forthcoming soon. Among the attractions will be a match race between Midgely and Rolston. A team race for clubs of Worcester County will be another feature, each team to start four men.

CAPTAIN PECK says that the appearance of the Massachusetts men as they bid the tourists good-bye on the morning of July 1, was ethereal in the extreme. The effect of a dozen sleepy men, all arrayed in the *robe du nuit*, firing pistols, and howling like Comanches, was an exhilarating and never to be forgotten sight.

FRED WOOD has become restive under the knowledge that the championships for 1887 were being run in England without him. He therefore has packed bag and baggage, and after having bidden farewell to the whole-souled Australians, he turned his face towards his native island, and is expected "home" now pretty soon.

NEXT Saturday (to-morrow) the Dorchester Club will have its trial race to see what men will be selected for the team in the Eastern Road Club race next September. That Doane will be one of the three is a foregone conclusion. The Chelsea Club will make another strong bid for the cup, and we should not marvel much if they got it.

THE New York Division are up and doing. They are determined to follow up their victory on the Liberty bill, and are now laying pipes toward introducing a bill into the State Legislature providing for the construction and maintenance of better highways. An effort will be made to induce owners of horses and carriages to join forces with the cyclists.

THE peculiar and amazing capers cut by some people who desire to be "amoosing little cusses," was strangely shown the other day by some wags who deliberately whitewashed the tricycle of a Mr. Walters at Lillie Bridge, London. The attempt to be diverting was undoubtedly stupendous, but the success of the effort is of doubtful quality.

THE following, clipped from the *Item*, shows that in the late unpleasantness in Fairmount Park, Philadelphia, the cyclist was in the right: "The matter between Manager Morton and Fred. Coningsby has been compromised, and, therefore, much trouble and expense saved both parties. Mr. Morton acknowledges that he was in the wrong and agrees to pay \$125 to the cyclist whom he undertook to castigate.

A ST. LOUIS paper, speaking of the day after the Greenwood-Stone race, says: "Greenwood was feeling all right after a bath and rub down, and is at work to-day at E. C. Meacham's. Stone's performance, as far as he went, was the greatest feat ever performed on a crank bicycle. His pedaling down those hills without a fall on the entire trip is conceded by all to have been phenomenal. He admits he was beaten fairly and thinks that nothing that travels on the ground can beat Greenwood on that road. Over \$1000 changed hands on the result."

THE Trenton, N. J., wheelmen have taken a step to have a cinder path built between New York and Philadelphia. *Sporting Life* has the following in regard to the move: "A committee appointed by Doctor Cooley of Plainfield, the Chief Consul of the State Division, and Mr. Gardner Cain, of the firm of Case and Cain, is the member from the Trenton Club. Mr. Cain is an enthusiastic bicyclist, and has ridden the roads in this vicinity very thoroughly. He thinks that the cinder path cannot be made with any degree of success. The present route laid out in the guide-book, after leaving Trenton toward New York, is by the way of Pennington, Hopewell, Harlingen, Bound Brook, Plainfield and Orange. On this route, Mr. Cain says, the roads are so narrow that there is no room for a path two feet wide, which is the prescribed width. Besides this, the farmers are bitterly opposed to bicycles, and they would not take any

VICTORIOUS QUADRANT!

The First Conqueror of Weatheroak again Demonstrates Its Superiority.

In the greatest hill climbing contest the world ever saw, held at Weatheroak Hill, England, May 21, participated in by the best hill climbers in England, employed solely to beat the QUADRANT, the following is the result:

MACHINE.	RIDER.	TIME.
1 Quadrant Tricycle,	Frank Moore,	1.27 3-5
2 Quadrant Tricycle,	A. J. Wilson,	1.30 2-5
3 Dromedary Safety Bicycle,	J. Moore,	1.36 4-5
4 Humber Crippler,	M. D. Rucker,	1.42
5 Humber Safety Bicycle,	W. Terry,	1.42
6 Quadrant Tricycle,	H. G. Priest,	1.43
7 Humber Safety Bicycle,	S. C. Stephenson,	1.54 4-5
8 Humber Safety Bicycle,	W. Allen,	2.17 4-5
9, 10, 11, 12, did not succeed in getting up.		

Mr. Alfred Bird, who had previously climbed this hill four times on a Quadrant, rode another make of machine in this contest, AND FAILED TO REACH THE SUMMIT, an uncontested proof of the superiority of the Quadrant.

In connection with the above may be taken the fact that the Quadrant holds all Tricycle road records in the United States from 50 to 100 miles (made in the mud on Clarksville's hilly roads), and the world's 1 mile road record of 2 min. 38 sec. as a proof of its easy running.

SINGLES AND TANDEMS NOW READY FOR DELIVERY.

**SAMUEL T. CLARK & CO., Sole Importers,
2 AND 4 HANOVER STREET,
Baltimore, Md.**

Send for Illustrated Catalog.

HA! HA!

Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection."

PEORIA, ILL., July 15th, 1887.

GORMULLY & JEFFERY MFG. Co., Chicago, Ill.

Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nickeled Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Rudges, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.

Yours Truly

GEO. W. ROUSE & SON.

HORNELLVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. Co.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,

W. B. KERNAN.

BUFFALO, July 14, 1887.

MESSRS. GORMULLY & JEFFERY MFG. Co.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.

Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.

Yours Truly,

JAMES H. ISHAM.

If you want a Cycle that is reliable, easy running and honestly constructed send for our Catalog.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, - - ILL.

N. B. We also manufacture a complete line of sundries, embracing oils, enamels, lamps, bells, shoes, jersey breeches and four celebrated hammock saddles.

pains to keep the path in repair. In fact, on these narrow country roads the whole width is needed for the wagons. If the League would change the route and go up the Brunswick pike, then he thinks a path might be successfully constructed. Mr. Cain thinks the project will not be a success. The cinder path is for the purpose of making a hard, smooth track for the bicycles."

"I UNDERSTAND that the 'Troy Bicycle Club' and the 'Albany Wheelmen' are making arrangements for a joint tournament; probably at Island Park, between the two cities. Troy contains nearly one hundred League members at present, most of them being members of the Troy Bicycle Club. The 'Albany Wheelmen' is the League Club of Albany, and much is due Representative Gallien for same."—*Correspondence.*

We print in another column the official programme of the August meet of the Cleveland Bicycle Club. In our advertising columns will also be found the official announcement. The club are generous in the amount to be appropriated for prizes, \$2000, will be expended for that purpose. This is the first big meet of 1887, and we bespeak for the Clevelands a paying gate. The dates are August 11, 12, 13. See programme and advertisement.

THE pen that signed the *Magna Charta* is not in existence, but Runnymede still exists, and is venerated by all mankind, as the birthplace of true freedom. The pen that Lincoln wielded in making all men in this country free and equal is a precious relic. These to humanity is what the pen used by Gov. Hill in signing the Liberty Bill is to Cycloedom. This now historic instrument is in the possession of the Brooklyn Bicycle Club. It was sent to Mr. Potter by Gov. Hill's private Secretary, and in turn Mr. Potter presented it to his Club. It is to be mounted, framed and hung up in the Club quarters.

A BUTCHER named Carnell, a citizen of Philadelphia, most brutally assaulted Mr. Rowland Evans while the latter was riding in the park last week. It seems that as the cyclist was entering the Fairmount avenue entrance a man in a buggy drove along, and Mr. Evans wheeled to the left to avoid him. The man in the buggy did not pass, as the bicyclist gave him the opportunity to do, but pulled out to the same side, and then drawing up even with the wheelman, cut him several times over the shoulders with his whip. The butcher after a hard chase was captured, and as bail was hard to find, he languished in jail for twenty-four hours. This case will be pushed to the utmost, as the League Division are determined to make an example of Carnell.

"YER and" Judge, "yer and." In the District Court of Beatrice, Neb., Judge Broady released a cyclist who had been arrested and sentenced to imprisonment by the Municipal Court for riding a bicycle on Fifth Street, Beatrice. The defendant at once sent out a writ of *habeas corpus* for release from imprisonment. The Judge discharged the prisoner on the ground that so much of the ordinance as prohibits the simple act of riding a bicycle on certain streets of the city is void because unreasonable. He further stated: * * * "The sole and single objection is that horses are apt to be frightened at them. This is true of most, if not all, novel inventions for locomotion until horses have become somewhat familiar with them. I see nothing in the riding of a bicycle unusually calculated to frighten horses except its novelty, which applies to all new methods of travel in a greater or less degree until they have become familiar. A new thing so far beyond the comprehension of persons is to be deemed supernatural sometimes strikes some people with terror, and of course horses are more often frightened by novelties because their comprehension is much more limited. But they are equally susceptible of being familiar with new things, so that there is no fear from them. In the foundation of this ordinance we see traces, only to the ignorance of horses, which is hardly a good basis for this ordinance." * * *

OFFICIAL PROGRAMME OF THE AUGUST MEET OF THE CLEVELAND BICYCLE CLUB.

THIS meet will be held at Athletic Park, E. Madison Avenue, August 11th, 12th, and 13th, 1887. The largest race meeting in the United States. Prizes valued at \$2,000.00. L. A. W. one-mile bicycle and tricycle National championships. All the Ohio championships for 1887. Races commence, each day, at four o'clock in the afternoon, and will be called promptly according to schedule. Entries close August 8th, 1887. Address Geo. Collister, Clerk, 147 Ontario street, Cleveland, Ohio.

PROGRAMME.

First day, August 11th, (Thursday): One-mile novice; two prizes, gold medal and bronze medal.—One-mile tricycle, State championship '87; championship cup and silver medal.—One-half-

mile bicycle, open; diamond scarf pin and gold ring.—One-mile tandem tricycle, handicap; two diamond studs.—One-fourth-mile bicycle, handicap; silver-handled silk umbrella and silver-headed cane.—One-half-mile bicycle, 1.30 class; pearl scarf pin and diamond collar button.—Two-mile bicycle, lap; gold watch and cameo ring.—One-fourth-mile bicycle, open; gold cuff buttons and silver handled whisk.—One-half-mile bicycle, handicap; photographic outfit and nicked timer.—One-mile bicycle, handicap; opera glass and opal stud.

Second day, August 12th, (Friday): One-mile bicycle, 3.20 class; gold medal and bronze medal.—Two-mile bicycle, State championship '87; championship cup and silver medal.—One-half-mile bicycle, handicap; gold medal and bronze medal.—Two-mile tandem tricycle, handicap; two cameo rings.—One-mile bicycle, team race; two diamond studs.—One-fourth-mile bicycle, 45 sec. class; Flobert rifle and tennis racket.—Two-mile bicycle, lap; gold chain and charm and diamond stud.—One-mile tricycle, L. A. W. championship; gold medal and silver medal.—Hundred-yard foot race, handicap; silver watch and pair running shoes.—Half-mile bicycle, open; gold link buttons and silver match safe.—One-mile bicycle, handicap; silver watch and cameo ring.

Third day, August 13th, (Saturday): One-mile bicycle, 3.10 class; gold medal and bronze medal.—One-mile bicycle, State championship '87; championship cup and silver medal.—Two-mile bicycle, handicap; Smith & Wesson revolver and opera glass.—One-half-mile bicycle, open; set gold studs and diamond collar button.—One-mile bicycle, 3.00 class; silver cigar case and intaglio watch charm.—Five-mile bicycle, lap; gold chronograph and silver watch.—One-fourth-mile bicycle, handicap; gold medal and silver medal.—One-half-mile tandem tricycle, open; two gold headed canes.—One-mile bicycle, L. A. W. championship; gold medal and silver medal.—One-mile bicycle, lap; silver chronograph and gold cuff buttons.—One-mile bicycle, consolation; Victor cyclometer, pair ball pedals, nicked hub lamp, and Waterbury watch.

First prize kindly donated by the Overman Wheel Co. Second by the Pope Manufacturing Co. Third by Messrs. Stoddard, Lovering and Co.

A LITTLE TRIP FROM JERSEY DOWN EAST.

SATURDAY, July 16th, a number of the New Jersey wheelmen and some friends started for New Haven, Conn., to pay a fraternal visit to the New Haven Bicycle Club, leaving New York on the 3 P. M. boat, and after a very pleasant sail of five hours we were met at New Haven by a committee of the above club, who gave us to understand that we were in the power of the home club, and had nothing to say, but were to do as they (the home club) said. We received the signal to mount after the hand shaking had been gone through with, and were at once escorted to the new club house, where we met more of the club members. After spending a short time there we were taken to the Tremont House, where we secured quarters for the night, after which we "did the village" under escort, and retired early(?)

On Sunday an early ride was taken by half a dozen of the visitors to get up an appetite, and at 8 o'clock we sat down to a substantial breakfast, and did it full justice, but before we got through a committee was sent after us, and as we had received our orders on our arrival in town the previous night we did not say a word, but finished our breakfast and followed the committee to the club house.

After a short ride through the city, about 9 o'clock twenty-four men started for Savin Rock. We arrived at our destination without any mishap, and after a short rest, to cool off, a majority of us indulged in a bath while our clothes were hung up to dry. After remaining in the water some time we adjourned to a dancing pavilion in a large grove near by, where we were treated to some fancy riding by several members of the home club and others.

We remained here until 11 A. M., started for the club house, which was reached in less than an hour. Here we formed a group, and had our "good looks copied." From thence we were off for dinner at Bandford Point House, a distance of about twelve miles; over a variety of roads, up and down hill, and over macadam, clay, and sand. The party all got there in time, and when the bell rang for dinner we filed in and made great havoc with the landlord's eatables. We lingered around the festive board for an hour or so, during which time, some of the "club eaters" (which club?—Ed.) did the whole bill of fare from beginning to end. Then the "Piper Heidsick" was brought on to top off with, and after discussing the merits of the last mentioned we adjourned, as we thought, to see "the Captain," but the New Haven boys got there first, and we were informed that "Jersey money was N. G. down East." We had to submit, and retired to the lawn, where we got the best of them, and had cigars all ready when they came down stairs. We were then taken to Prason Point, across the stream, where we laid off for awhile, and then returned to the hotel, where we remained until 5 P. M., at which time we mounted our wheels and started for the club house.

We had a delightful ride home, especially coasting the Banford hill—brakes off. We halted on the top of the next hill to wait for some who had taken another road to come up. By the time we all got together again the first party were rested and ready for another "go," which proved to be somewhat of a scorcher for the most part of the way—but when we arrived at the bridge the N. J. W. and locals were all there—arriving at the club house a little after six. We again started for East Rock in order to get a view of the soldiers' monument, the city and sound. On this trip those who got there, both New Haven and N. J. W.s, will remember it for some time, as it rained all the way up, and also on the way back. It was now nine o'clock, and some of the visitors being pretty well tired out, having ridden about thirty-eight miles during the day, began to think about going to bed, so they could dry their clothes in the boiler room on the boat.

We left New Haven at 10.30 P. M. and reached New York at 6.30 A. M. Monday.

To the members of the New Haven Bicycle Club, the N. J. W. and friends desire to publicly express their hearty thanks for the manner in which we were so royally entertained from the time we left the boat at eight o'clock Saturday evening until we were all safe on the boat for New York Sunday evening. We would also recommend any wheelmen who may happen to be in the vicinity of New Haven, to drop in and see the boys, and if they do not get entertained in grand style, it won't be the fault of the New Haven Bicycle Club.

We also desire to put in a word for the League Hotel, the Tremont House, and to recommend the same to all wheelmen and others who may visit New Haven. "4495."

THE QUEBEC TOUR.

THE passenger to any point on the Eastern Division of the Boston and Maine Railroad, Sunday, July 17, might have seen ten or eleven happy looking young men bound for a two-weeks' outing in Canada and Maine. They were the Quebec tourists, and were on their way to enjoy themselves, and make others (?) do so, as well. Special Pullman car had been provided, and after putting baggage in a safe place, they gave themselves up to a thorough enjoyment of the occasion.

THE CAPTAIN OF THE TOUR

appeared resplendent in a black and white tennis jacket, and was the envy of his fellow travellers until the manager put on his riding coat, which completely took the shine off the commander. The tourists, feeling "fresh," decided not to go to bed until Portland was reached, at which place it was expected to meet the contingent from that place. When only a few miles from Portsmouth, the engine was disabled, and a delay of three hours getting another was made. Portland was reached, where the manager and one other joined the party, the other tourists having proceeded to Bangor, at which place they joined the party in the morning. Breakfast was taken at the station dining rooms. From this place to Woodstock the scenery is a

SUCCESSION OF DECAYED AND BURNT

forests, and the time hung heavily on their hands. When Woodstock was reached the beautiful St. John River, along which we were to ride the next one hundred miles, burst upon us. The scenery of this beautiful river more than paid for the slow running of the train, which was exasperating. From Grand Falls to Edmunston the distance is only thirty-six miles, but a train never ran slower the same number of miles on any other road, it taking some three hours to make the same distance. The darkness settled down and several tried to get a snatch of sleep, but no sooner did they fairly get into a doze, than that bad man from Boston would get a party and surround the would-be sleeper, and at the top of their voices, give the old

CRY OF "GREAT SCOTT,"

which effectually awoke the victim, and he was content to stay awake the rest of the journey. Pranks innumerable were cut up, and the tourists will have cause to remember the long, but very pleasant ride to Edmunston, which place was reached at 9.45. After supper the party turned in to get the rest required for the wheel trip the next day. A more beautiful day never dawned than the one that greeted us when we arose from our beds. Every one was up early and ready for breakfast of wafer-steak at 7. The wafer-steak is a peculiarity of this country; it is a strip one-fourth to three-eighths of an inch cut from the tail of the animal and sewed up, fried with butter sauce. It is unnecessary to state that very little was eaten, and the proprietor can credit his larder account with a large percentage of profit. After being photographed, the tourists

took to their wheels and commenced the real work and fun of the tour. For the first twelve miles, or until the boundary between the the Provinces of Quebec and New Brunswick was reached, the road was fine, running along the banks of the Madawaska river. From the boundary, the road continues over a plain thirteen miles in length, and in the whole distance there is not three feet difference in the height of the road.

WE WERE NOW IN A FRENCH COUNTRY,

or rather, an English province, but where French is the universal language, and many were the errors made in trying to make the residents understand our wants. The children, and they are more numerous than bees round a hive, are not taught English, and only the heads of families can speak our mother tongue, that imperfectly. On an average, every second house is a log cabin such as the Western pioneers used. The plans evidently have been drawn by one architect, for to see one is to see the rest. They are about fifteen by twenty feet, and only one large room which serves for chamber and dining room.

When we passed one of these structures every occupant would appear, in some cases as many as a dozen, and with a pleasant "*bon jour*," wish us well. The plain mentioned above, became decidedly monotonous, and we all wished for a change. It was not long before we got it in the shape of a hill two miles long, which the captain thought would do to promenade. Reaching the top, the road became better, and after riding about two miles, a sudden turn of the road brought us in

VIEW OF LAKE TEMISCAUTA,

which is twenty-nine miles in length, and an average width of three-fourths of a mile, surrounded by hills, and presenting a charming appearance. Our first view was from a hill 500 feet above the level of the lake, and the distance to our hotel, five miles, was quickly made. Reaching this place, we found a fine hotel situated on the banks of the lake, and commanding a view of the whole distance. After spending the night at this place, and enjoying the programme arranged for us, we arose for an early breakfast at 5 A. M. Shortly after we were on the way to St. Honore, twenty-four miles, for dinner. What a lay-out we had. Trout, berries, and everything good and sufficient in quantity. After dinner the twenty-six miles to Riviere du Loup was quickly run over excellent roads, and by all voted to be the best run of the tour so far. The baggage was delayed for considerable time, not arriving until 9.45 P. M. When it did arrive a mighty shout went up. Riviere du Loup is a city of 3000 people, situated on a hill, and overlooking the St. Lawrence River, and like all places in the Province, decidedly French. One mile from the hotel is

A WATERFALL OF EIGHTY-FIVE FEET DROP,

and under it the party was photographed. In the afternoon the tourists went to Cacouna, a famous watering place for Canadian people, where we spent the next day. It was the intention to ride over on wheels, but a rain the night before put the roads in anything but a rideable condition; still the majority did wheel, while the balance took carriages.

Arriving at the hotel, which is situated on a bluff one hundred feet above the river, we found the Kellogg-Listemain Concert Company, which appeared in the evening. After the concert the parlor was thrown open for dancing, and the party enjoyed themselves hugely. The orchestra was a novelty, instead of string instruments there were used cornets, trombones, tenor horns, etc.;

THE BASS DRUM WAS VERY PROMINENT.

We awoke the next morning to find a dismal day. Shortly after breakfast a ball game took place on the hotel grounds, but which side won it was impossible to find out. Soon after dinner the tourists mounted wheels and rode to Steamer Landing, for Saguenay River. On arrival, it was found the steamer was two hours late. When the boat arrived a great rush was made for the state rooms, after which supper, then to bed. The next morning found the party at Chicoutimi, which place we left for Quebec at 5 A. M. At Ha Ha Bay a stop of one hour and a half was made, giving all time to go ashore and visit the town. "This place," said one of the members, "is near the point where Lieutenant Greely was found." The Saguenay steamers are obliged, on account of tides, to make long stops at the different landings. At Tadousac a stop of two hours and a half gave a chance to visit

THE OLDEST TOWN IN THE PROVINCES.

At this point is a fish hatching station, and some beautiful specimens of salmon were seen. Coming down the river the steamer ran under the rocks of Capes Eternity and Trinity, about 1900 feet high. The photographer let his camera loose, and a couple of pictures were taken. Boarding the steamer at Tadousac, the run was

made up the St. Lawrence to Murray Bay, where the Captain told us the steamer would stop four hours, affording the party a chance to take in the ball that took place in the evening. It is needless to say that every one was excited and scarcely had the boat landed before everyone with a whoop and rush made a line up the wharf to the hotel. The dance not beginning until late, a great number went back to the boat, while the majority stopped to trip the light fantastic. Not knowing the ladies made it awkward for the tourists, but "Indiana" was up to snuff and caught on in great shape. Arising Sunday morning, after breakfast on the steamer, the line was formed for Montmorency Falls, seven miles. The first mile was over the most wretched streets imaginable, but after crossing the bridge, the road was fine, and a finer road for six miles I have never seen. On the trip out it was a continual ride up a gradual grade, but on the return, a coast almost the entire distance, wasn't bad.

Arriving at the Falls, we immediately looked up the best place to see them, which was found to be down a flight of stairs, 367 in number. After spending an hour at this place, we returned to the city, and with a calache, went round the city to the hotel; thus ending the first week's run.

ADAM.

RACING OUT WEST.

In the five-mile race between Whittaker and Ashinger, the former won easily in the very good time of 15m. 3s. Whittaker had it all his own way. In this race Whit. gave Ashinger 1-4 mile handicap.

At the Chicago Owl Club ten-mile road race took place last Saturday, and was won by H. R. Winship in 36m. 9s.

In the five-mile match race at Cheltenham beach, between Ehlert and Van Sicklen, the former won in 17m. 4s. The comparatively slow time is accounted for by the fact that a very high wind was blowing at the time of the race, and some big loafing was done.

A NEW STEAM TRICYCLE.

THE following from the Philadelphia Times is of considerable interest: "An ordinary three-tracked, central geared Invincible tandem tricycle, with T-shaped frame, is supplied with auxiliary steam power, adding the strength of at least one rider, with an additional weight of at least sixty pounds. The rear rider sits astride the frame work (corresponding to the shaft of the "T") and is stoker, steersman and brakeman all in one, leaving nothing for the front rider to do but hold on tight and grit his teeth as the little road locomotive shoots ahead over the rough spots in the roadway. The boiler is located just back of the rear rider and is supported on the framework, around which it is built by brace rods bent out on each side at an angle to take in and support the boiler proper, which latter is of the upright, tubular pattern and is not over twenty-four inches in height, by a foot in diameter. The driving mechanism is carried forward on the frame in the shape of double parallel cylinders, connecting-rods, and fly-wheels, the latter not much bigger than a dollar, and connected on consecutive quarters, so that a "dead centre" is practically impossible. The steam-gauge is directly over the compensating gear and is in full view of the driver, at whose left hand—his right being occupied by the steering—is the long lever, usually controlling the brake, but in this case ingeniously arranged so that at one sweep it will apply the brake, cut off steam and turn down the fire. A changeable gear is affixed to the steam adjunct only, by which greater leverage with less speed is given the engine for bad roads or up-hill work. The supply of water and fuel (oil) is carried in a cylindrical tank, parallel with the axle under the front rider, and as the oil is carried by a small tube back to the boiler and there fired in the form of spray there appears to be absolutely no danger of an explosion. The Northrup engine, with fuel, water, etc., complete and ready to go, weighs, for a one horse power, just sixty-five pounds."

WE are much pleased at the criticisms made on ourselves for perpetrating a few rather far-fetched puns. The compliment that such "rot" should appear in our "well edited columns" is appreciated, and the rebuke perhaps merited. Once in a while the "blue pencil" fails to do its full duty. We must confess to an off feeling on the subject of the bad habit of punning.

IT is always best to know who you are cussing before you allow the vials of wrath to be opened; vide a certain Morristown, Pa., cyclist while riding on a road near that place, overtook a party in a buggy who would not (or did not) give him room to pass. The cyclist took to the mud and sand on the side of the road, and as he ground past he let fly his choicest Billingsgate. After having expended his wrath in a final d—n at all chuckle heads and road hogs, he turned to see the effect, and found he had been tirading his minister. Tableau, and total collapse of cyclist.

RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

No. 363,189. Velocipede, Richard Watson, Detroit, Mich.

No. 363,355. Luggage Carrier for bicycle, C. R. Binnih, West Cheshire, Conn. Adapted to be wound around the hub.

No. 363,354. Velocipede Handle-bar Fastening, C. R. Binnih, West Cheshire, Conn.

No. 363,360. Velocipede, Blossfeld, San Francisco, Cal. Of the Otto type.

No. 363,518. Velocipede, H. B. Hart, Philadelphia, Pa. A bicycle.

No. 363,522. Velocipede crank, John Knous, Hartford, Conn. Assignor to Pope Mfg. Co.

No. 364,075. Seat for bicycles, Catherine A. Williamson, St. Louis, Missouri. A hinged back-rest.

No. 364,171. Velocipede seat, John Harrington, Coventry, Eng., Assignor to Pope Mfg. Co.

No. 364,231. Bicycle, Chas. E. Duryea, St. Louis, Mo. A vertically adjustable handle-bar, having a vertically adjustable handle, said handle-bar being attached to the fork about mid-way between the hub and head, and thence extending backward, outward and upward.

No. 364,335. Velocipede, Adam Burdess, Coventry, Eng.

No. 364,466. Tricycle, James Bate, Newark, N. J. Patented in England. For children.

No. 364,632. Velocipede, J. S. Copeland, Hartford, Ct., assignor to Pope Mfg. Co. A leaf spring operation between the steering-spindle and the interior of the steering-head as a yielding detent.

No. 364,782. Tricycle, H. Thissen, Newark, N. J.

No. 364,903. Velocipede Saddle, Wm. Cook, Redditch, Eng. Patented in England.

No. 365,015. Velocipede, T. W. Moore, Plainfield, N. J.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

IF Howell will come to America we will do the right thing by him. In fact we will do everything to make him feel happy and as though he was well treated. We will leave to Rowe the unpleasant task of beating Richard—if he can. There is no doubt but that Dick would receive a royal welcome and the fairest of treatment in case he should decide to tackle Rowe on his native heath.

THE celebrated Duryea saddle, which has been used for some years past by all the well-known racing cracks, is now being delivered by the Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. Price \$4.

Advt.

TALKING the other day about the different methods of riding by well known racing men, Mr. Brewster of St. Louis remarked that Cola and Percy Stone never pulled on the handles in negotiating hills. This is apparently impossible to the ordinary rider, but in the fact lies the secret of the wonderful hill climbing powers of both these celebrated road riders.

CORNELIUS VANDERBILT was in town last Tuesday, and left his check for \$196 with Corey for a Crescent tricycle.

THE Hampden Park Association are really talking of having a small tournament this fall. Now that the local club will have none on't, and Ducker has fled to pastures new, this is the only way that Springfield is likely to have any cycle racing this year. Unless they give a bang-up meet we should advise "no meet." Nothing short of the best talent will draw a crowd at Hampden Park now a days.

A WRITER in an exchange wants to know how much extra pay poor Bassett gets for "the vile, wretched, heart-rending, excruciating, brain-destroying, profanity-breeding and generally demoralizing puns that one finds in the columns of the Bulletin."

WE hear it whispered that Hendee, on the top of a Springfield Roadster, is putting in some hard road training. If this is true we may look out for a surprise party some day.

THE Cobblestone saddle. With it one can ride off the ordinary city curb without danger. Embodies the best points of all the hammock saddles. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers.

Advt.

"If some of the clubs in this vicinity would take the action in regard to sidewalk riding that the Hartford club has, it would be a good thing for them and for the community. A great many wheel-

men have yet to learn the rights of pedestrians, and not only persist in riding where they have no business to, but add insult to injury. If an example were made of some of them it would be a good thing for those who respect the rights of others."—*Herald*.

"ONE of the most unique and peculiar celebrations in connection with the jubilee took place this week, it being a jubilee parade of the general postoffice. The procession was from the city to Victoria Park, over one hundred vehicles of all shapes and sizes being included in its ranks. It was designed to show the improvements which have been made in the postal modes of conveyance during the fifty years of Her Majesty's reign. Not the least important feature of the procession was the inclusion in it of a large 'Victoria' carrier driven by two riders, and five single carriers, these being the latest form of vehicles officially employed in parcel post service."—*Bicycling News*.

WITH half a million cyclists in this country we could make the interests and welfare of cycling an important factor in political life. England has about that number, and when America reaches the 500,000 we will improve the highways, restrict horsemen in the use of the streets and park ways, elect our own President, and have the headquarters of the L. A. W. at the White House and in the Capitol. What joy to be able to make "our friends the enemy" sit up.

THE old, tried and celebrated Lillibridge saddle, believed by many who have ridden it for years to be the best hammock saddle on the market. Made for all kinds of cycles. Price only \$5. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. *Advt.*

AT a "Special" two-mile amateur bicycle race held at Rensselaer Park, Troy, N. Y., July 20th, between H. S. Kavanaugh of Cohoes, N. Y., and A. F. Edmans of Troy, N. Y. Edmans took the lead, and kept it to the finish. Kavanaugh commenced to spurt at the

quarter pole, but Edmans was too much for him and came in a good length ahead. The track was heavy and the wind strong, making it impossible to make good time. Fred P. Edmans acted as judge; Geo. Friday, timer; Robert Church, starter.

THE Wonder saddle, wonderfully well suited for hard riding. Is of admirable shape. Whittaker has used it on all his runs and swears by it. In many sections of the country riders will have nothing else. Price \$6. Gormully & Jeffery Mfg. Co., sole manufacturers. *Advt.*

THE local flyers did not have a very easy picnic at the Kansas Division meet held at Paola last week. Harry Gordon of St. Louis, took in nearly all the best prizes. In the races he won the half-mile hands off, the half-mile safety, the 100-yards slow and the three-mile open. In the safety race the Star was ruled off, so Harry jumped on a Kangaroo and gathered in the glory. At the business meeting C. C. Candy was re-elected Secretary-Treasurer and G. C. Davis chosen for additional representative.

IF Karl Kron had only seen and used a pair of Smith's Linen Sole Stockings before he wrote his experience on the stocking question he would have had a better report to make of the comfort and wearing qualities of the ordinary bicycle stocking. This novelty takes on sight, and several large dealers in cycling novelties have ordered a stock. Ask for them if you desire comfort and have any kindly regard for your pocket-book. See advt. on another page.

MONTREAL has a cyclists' corps attached to the Victoria Volunteer Rifles. The members of same are as follows: W. G. Ross, A. C. Halden, E. P. Baird, R. M. Hannaford, J. H. Robertson, Horace Joyce, I. H. Barlow. Through the courtesy of Mr. A. T. Lane of Montreal we are in receipt of a photo. taken just after the inspection of the corps by the military authority on June 21 last.

AN IMPORTANT ANNOUNCEMENT!

We beg to inform the readers of this paper, and the interested Cycling public, that we have purchased the patents, plant and name of the

LILLIBRIDGE SADDLE,

and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge will be carried out by us, and, as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of \$5.00 will also remain the same.

CORMULLY & JEFFERY MFG. CO.,
CHICAGO, ILL.

Annual Races Cleveland Bicycle Club

AUGUST 11, 12 AND 13.

Largest Amateur Races in the World.

1-Mile Bicycle and 1-Mile Tricycle, L. A. W. Championships.

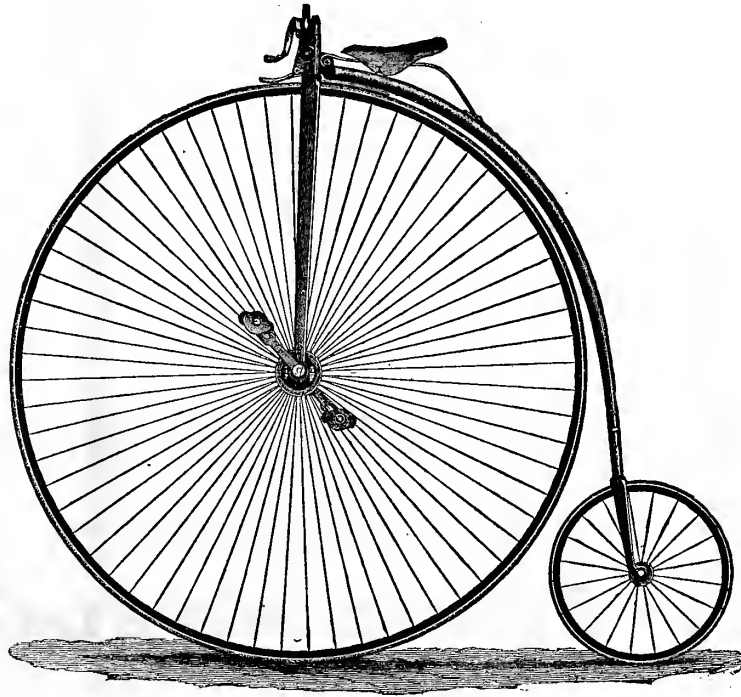
Finest Quarter-Mile Track in the World.

Racing Men are requested to send for Programme of Races and List of Prizes.

The Coventry Machinists' Company.

THE "UNIVERSAL CLUB" BICYCLE.

*
PRICE
\$105.

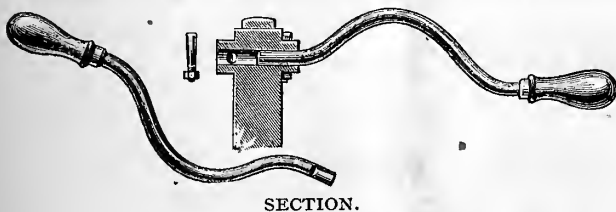


*
PRICE
\$105.

◀ SPECIFICATION. ▶

Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with butt-ended spokes; front wheel grip brake.

PATENT DETACHABLE HANDLE-BAR.



FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles and Kirkpatrick saddle can be fitted at small extra cost.

SEND FOR CATALOGUE.

239 Columbus Avenue, - Boston, Mass.

Some Columbias.

American Athletic Club,
New York,
Saturday, June 25, 1887.
2 Mile Handicap won on a
COLUMBIA LIGHT ROADSTER.

Boston Daily Globe.

MONDAY, JUNE 27, 1887.

Rhode Island Wheelmen.

PROVIDENCE, R. I., June 26. The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner of Warren came in first. Time, 1 hour 42 minutes 5 seconds. L. A. Dawson of Pawtucket second, C. M. Morse of Pawtucket third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

Kings County Wheelmen.

6th Annual Meet,

Saturday, June 25, '87.

8 out of 10 Races won on
Columbias, viz.:

1 mile novice, 2 mile handi-
cap, relay race, 1-2 mile
boys', 1 mile championship,
Ilderan Club, 1 mile handi-
cap, 5 mile State champion-
ship, 1 mile consolation.

Roseville, N. J., July 4, 1887

Races.	Winners.	Machines Ridden.
1 mile L. A. W. Championship.....	A. B. Rich.....	Columbia Racer
3 mile lap.....	J. H. Powers, Jr.....	Columbia Racer
1 mile Championship, Union Coun-		
ty Wheelmen.....	A. W. Pierson.....	Columbia Light Roadster
3 mile team.....	J. W. Powers.....	Columbia Racer
1 mile consolation.....	H. Powers.....	Columbia Racer

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheel-
men's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * *

STARTERS.	Actual time	Minutes' start.	Position.
H. R. Winship.....	1:2:55	8 1-2	1
C. H. Seig.....	1:6:45	11	2
W. J. Maas.....	1:7:13	11 1-4	3
T. F. Palmer.....	1:7:51	9 1-2	4
H. Mangle.....	1:10:23	11	5
W. M. Cook.....	1:8:55	8 1-2	6
F. E. Spooner.....	1:11:43	11 1-4	7
C. B. Pierce.....	1:7:30	6 1-4	8
R. E. Schmidt.....	1:10:50	9 1-2	9
H. L. Wheeler.....	1:15:32	14	10
Martin Bowbeen.....	1:8:55	6	11
F. T. Harmon.....	1:9:47	6 1-4	12
T. M. Crennon.....	1:09:00	5	13
B. B. Ayres.....	1:11:7	6 3-4	14
M. D. Wilber.....	1:10:43	6 1-4	15
W. D. Buckley.....	1:14:00	9 1-2	16
W. A. Davis.....	1:12:5	6 1-4	17
Frank Riggs.....	1:16:23	10 1-2	18
H. L. Fulton.....	1:18:20	11	19
R. A. Ehler.....	1:8:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster....
2	Columbia Light Roadster....
3	Columbia Light Roadster....
4	Victor.....
5	Columbia Light Roadster....
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster....
9	Columbia Light Roadster....
10	Expert Columbia.....
11	Champion.....
12	Columbia Light Roadster....
13	Columbia Light Roadster....
14	Columbia Light Roadster....
15	Columbia Light Roadster....
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion.....

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. * * * * * The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. * * * * * Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.—*Bicycling World, June 17 1887.*

Starters.	Machine Ridden.	Position at finish.
L. A. Miller, 54-in. Columbia Light Roadster.		1st
Wm. Harding, 52-in. Columbia Light Roadster.		2d
E. A. Deblois, 52-in. Columbia Light Roadster.		3d
F. L. Damery, 51-in. Columbia Light Roadster.		4th
Ludwig Forster, 54-in. Victor.		5th
S. J. Mills, 58-in. Expert Columbia.		Did not finish.

Lynn, Mass., July 4, 1887.

3 mile amateur, 3 mile profes-
sional handicap, boys' mile handi-
cap, 2 mile professional handicap,
2 mile amateur handicap, 1 mile
run,

WON ON COLUMBIAS.

POPE MFG. CO.
COLUMBIA BICYCLES
 And Tricycles.
 Boston, New York, Chicago
 Catalogue sent free.

SPRINGFIELD, July 4, 1887.

Races.	Winners.	Machines Ridden.
1 mile novice.....	H. B. Arnold.....	Columbia Light Roadster
1 mile, for boys.....	Geo. McClelland.....	Victor
1 mile, 3.20 class.....	Geo. C. Dresser.....	Columbia Light Roadster
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Volume XV.
Number 14.]

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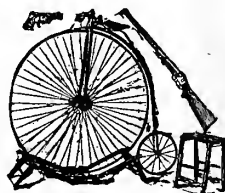
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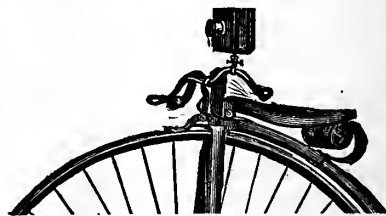
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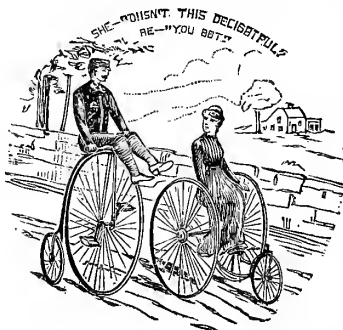
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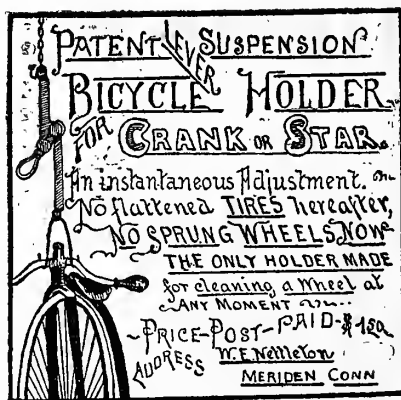
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 5 AUGUST, 1887.

THE *Globe* seems to think that President Kirkpatrick has not done anything to warrant his re-election for a second term. We do not know but that the *Globe* is right, but had they not better hold on to their opinion till next year, and give the man a chance? It is not quite just to judge a man before he fairly gets seated in the executive chair.

"IT never rains but it pours," and certainly this homely proverb seems to be verified just now, by the fact that an unprecedented number of towns are passing laws forbidding the use of cycles on the highways. Of course these pre-adamitic legislators are quickly awakened to the weakness of their position, but it is none the less annoying to have to be continually knocking sense into the empty skulls of these municipal chuckle heads. Carthage, Mo., is the last place heard from that intends to pass "an ordinance, etc."

THE Quebec tourists have returned, and in the three numbers of the *WORLD*, commencing with last week's, will be found a full account of their trip. We regret that the pleasure of the tour was marred by the accident to Mr. Elwell on the very last day of the ride. In riding down hill he fell and broke his arm between the wrist and the elbow. A remarkable coincidence is that on the last day of last year's down East tour, Mr. Elwell fell, striking the same place on his arm, and with the same disastrous results. The tourists speak well of the *habitants* they encountered while wheeling from Edmunston to River du Loup, but they have nothing but hard words for the French Canadians with whom they were brought into business contact on their trip from Quebec to the Maine line. They were found to be untrustworthy, grasping and dishonest; so reports one of the party.

WHILE the path racing interest seems to have passed away in America, a very different state of affairs seems to obtain in England. Records are going by the board, and the papers are full of accounts of important race meetings. An important factor in this sustained interest in England is, no doubt, the presence of the

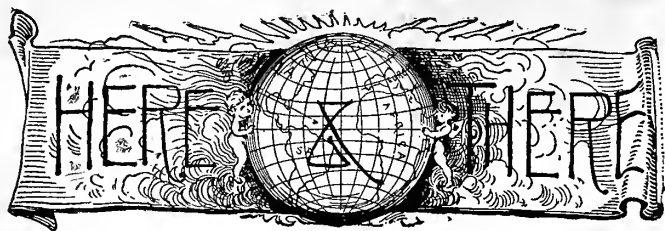
American team. They seem to be a drawing card, and wherever they appear big gates seem to be assured. The phenomenal and harlequin-like jump into popular favor of the young American, Temple, has done much to give backbone to the Yankees' success. Woodside's entire failure to do anything in open competition, would have proved fatal to the team's drawing powers, and had it not been for Temple's development, we fear the team's English tour would have proved a dismal failure. This, with all due respect to the *Clipper's* opinion to the contrary.

ONLY in Continental Europe can the municipal authorities prohibit the use of cycles on the streets. Republican (?) France has a very autocratic habit of shaking her liberty (?) capped head, saying "no" to the cyclist who has the good (?) fortune to live in the land of frogs and Frenchmen. In military ruled Germany one expects such arbitrary rulings (and he gets it). It is only within a few weeks that Berlin streets have been open to cyclists, and even now the cast iron hand of the powers that make the laws for that stiffly ruled country, is felt, in despotic regulations and ordinances to govern the oppressed rider.

IN strong contrast to the bustle of last year, the present shows a decided reposeful condition of things. In July 1886 all was expectancy and preparation for the big fall tournaments, but this year we have nothing very big in anticipation. While the path racing prospects are exceeding slim for the coming autumn season, there seems to be a strong current setting towards road racing. We know of one or two events of this character that undoubtedly will take form in a short time, the present announcement of which would be a trifle premature, as the projectors thereof have requested the matter be kept dark for a short time longer.

THE *Post-Dispatch* of St. Louis prints the following item; "Chief Consul Brewster claims that J. S. Shields, who rode in the final heat Saturday, is a professional. He warned the other riders to look out for their standing. The race being disqualified, it remains to be seen whether any standing will be injured." If it has been decided that it was "no race," then we should think that the amateur standing of the other contestants is not imperilled. It is a fact that to all intents and purposes they broke the law governing amateur events, but the technicality that there was "no race" may save them by the skin of their teeth. If brought up before the Racing Board it will be a nice question to decide. We should incline to the belief that the technicality will just clear their skirts.

OUR St. Louis correspondent touches lightly on the fact that in the M. A. A. C. races at St. Louis last week, the final heat of the one mile race was declared off because the judges decided that loafing had been indulged in to inexcusable extent. This ruling has raised a storm of indignation about the heads of the officials. We have an honest detestation for the jockeying methods employed by some, and in fact it is this very "procession" business that has done much to destroy the interest of the public in cycle racing. In this particular instance, however, there seems to have been a saving clause in the fact that the track was in a dangerous condition. In fact, one of the contestants in the first heat got a terrible header, cutting himself badly. We are told that the track was full of holes and soft places, and at the corners it was "rutty." While we like to see loafing punished, we can scarcely see how the judges at any meeting can call a race off because of loafing, unless due notice has been given the contestants before the race that such and such a time limit has been placed; otherwise the position that it is "no race" because of the slow time made, is not well taken. We are in sympathy with any fair method that will insure racing and not loafing, and we think that in the time limit a remedy will be found.



ENGLISH LETTER.

"SENATOR."

ARRIVING in Leicester on July 8th, ready for the second match between the festive trick rider of the American Team, and the champion of all the champions, Richard Howell, I took a run up to the Aylestone cricket grounds, where the encounter was to take place, on the following day, and soon became convinced that here was another good track spoiled through want of proper banking at the corners. It will be remembered our first appearance in this city of Leicester (population about 60,000) was on the Belgrave Road Grounds—grounds famous through many English championships having been decided there—and having also gained notoriety through the patronage of R. Howell, who now doesn't speak as he passes by the remainder of a famous crowd of speculators who run it, and whom "Dick" and many of the Leicester people have christened the "forty thieves," possibly a title deserved, as the visit of the American Team was not one that inspired them with the greatest respect for the famous "forty," notwithstanding ample precaution taken to insure an honest count of the six-penny ballots deposited at the turnstiles by the "supposed" 8000 that paid tariff. "The good natured Dick" had a strong and not unwarrantable suspicion, to use United States, that we had been "done" a thousand or so, and hence the "not speaking" and our patronage of the Aylestone—Fred Wood's favorite grounds. At the latter grounds, good management, and a good track (barring the frightful flat corners), is the rule, and it seems a pity that a good third of a mile (or less) track should be spoiled by carelessly arranged corners.

WELL the race took place on the day following, and the largest crowd of the season to see professional sports, turned out to see Temple and Howell run the quarter, half, and mile races over again, as, you remember, the Wolverhampton series turned out unsatisfactory to both parties. The quarter-mile was the first race. Geo. Gatehouse, the famous University amateur, pushed Temple off, and Lewis, a professional, did some service for the "big 'un." The pistol cracked, and little Temple sprang to the front, and although served with outside position, took the pole before fifty yards had been covered. Sprinting in good style, the American boy led Howell by six yards, until the bottom corner—one hundred yards from home—which he bungled fearfully, allowing Howell to get up to him. Temple narrowly escaped running into the iron railing, and Howell being on the outside, nearly did the same. The same fearful pace was kept up, Howell using strong language to Temple to "keep the pole," a feat even a trick rider was incapable of, owing to the manner the corners threw him aside. Before Temple could thoroughly right himself, Howell made a last desperate effort, and shot by the American at the post by a foot, amid terrific excitement.

THE little trick rider was righteously indignant at the corners, and thoroughly frightened after his narrow escape from a spill, so that when the mile came on, he felt he was at a disadvantage, and told the judges he would meet Howell on any good track in the Kingdom. The mile, therefore, was run off, Temple being defeated by four yards, he not trying the last corner, which nearly gave him the header. This and the mile handicap, decided a most unsatisfactory day for the American Team, as Woodside, who arrived from London the night previous, was taken sick, and unable to take part in the handicap.

TEMPLE has, however, found his admirers more sanguine than ever in his spurring ability since the ninth match, by his splendid record performance of 36 2-6 for the quarter, on a grass quarter-mile course at Norwich, July 14th; the best previous was 39s., by Furnivall over the same course last year. He, July 16th, here followed up his success, by winning the half-mile English championship from "Bob" English in 1.21, in a strong wind; so now the lad is the short distance English champion. Howell had entered, but sent word he was sick—perhaps so. Woodside is now getting into something like his old form, and he gave English a great twenty-five-mile race July 16th for the English championship, six starters, being only beaten by three yards, English running all over the track the last lap, otherwise the result might have been different. Three

thousand people saw the second visit of the American Team at the Aston Grounds, July 16th, and being in excess of the number which saw the N. C. U. championships. It speaks well for the popularity and drawing powers of the "Yankees."

TAKING a steam street car ten miles on Friday, I soon found myself in front of a gloomy looking building, over the door of which read the "General City Hospital." Walking through the echoing corridors, I soon found myself in "ward 22," and in another moment I saluted a curly-headed, unfortunate young man with "Hello Bob." On Thursday last, (July 14th) Robert Cripps, the famous tricyclist and bicyclist, met with a painful accident in the discharge of his duties as manager of Messrs. Humbers' depot, on New street, this city. Moving a large glass advertising frame, which had become broken, from the window, the glass, unfortunately, slipped from the wooden frame and cut open the leg of poor "Bob," who was conveyed, suffering from a great loss of blood, to the hospital, hence my visit. After a lengthy chat, in which I asked Mr. Cripps who was the best amateur bicyclist in England to-day, he replied "Illston when Furnival is 'not up.'" "Allard, the 'suspend,' is the best tricyclist," asserted Mr. Cripps. Promising to send him the BICYCLING WORLD and other American papers—as "Bob" is well known in the States—I wished my friend a good night, and was escorted by one of those angelic ladies called nurses, to the outer door, who informed me her patient in 22 was a "nice, pleasant young man." Ah, "Bob," the ladies always admired that handsome face and curly head at Springfield and Hartford, so I can't blame the nurse.

THE American Team go from here July 18th, to Long Eaton, the Springfield track of England. You can expect to hear of some of the English records suffering, before next week is over, if the meteorological conditions keep favorable. The track there is in grand condition, so Mr. J. Moore (brother to Frank, ex-champion,) told me to-day, and the fact of 2.38 for a tandem and single tricycle last week, speaks volumes for the track.

THERE seems to be a good deal of talk about Howell going over there in the American papers, which I have shown the champion and he declares there is nothing as yet settled, but he says if certain conditions (which he has named to the Lynn people) are met, you will see the big gun over there in the latter part of August or early in September. He will not ride for a month or six weeks after landing and if he comes, he will be accompanied by his trainer and two or three Englishmen with lots of British gold, which in my mind they will surely increase if invested right, for I believe there is not a man that can beat Howell to-day from 1 to 10 miles—so well is he going. One thing you can depend upon and that is Howell will have a pretty good measure of his opponent before making the match or matches, as he has everything to lose and little to gain by such a venture, as big gates are, in my impression, a thing of the past in America, and it will take more than two riders to awaken the old time interest, however strong they may be.

TO-NIGHT (July 17) the Americans dined with G. Reeves Smith, manager of those beautiful Aston grounds of which I have spoken of in previous letters. The party included Mr. Kynoch, M. P., and several local Birmingham notables. It might be interesting to state the team which left New York in February, has competed, on an average, more than once each week on some track in Great Britain or Ireland.

MR. H. O. DUNCAN, the educated English professional, now manager of the famous European team of racing cyclists at present in Paris, writes me that Medinger, Dubois and himself will be in England shortly. The above gentlemen have been doing good work in Germany lately. We (the Americans) will meet Mr. Duncan's team, possibly, in Germany, France and Austria in September and October. In conclusion, I congratulate "Bobby" Neilson and "Billy" Rhodes for good road work done; it is late boys, but better late than never.

THE Union County Wheelmen were compelled to put off their five-mile road race for the championship of Union County, which was booked for 23 July, on account of rain, and decided to run it off last Tuesday, regardless of "Old Probs."

THE old gent did not forget them, however, and kept a good supply of "fluid" on hand, and just before the start began to pour it down. Nothing daunted, however, six hardy riders faced the mark and tried to go between the drops, round the course. E. R. Collins and A. N. Pierson, Union County Wheelmen; W. H. Caldwell, Elizabeth Wheelmen; H. W. Peck, of Plainfield; M. S. Ackerman and L. Heynigh, Plainfield Bicycle Club, were the starters, but the first attempt at a "go" resulted in a tumble, by which Collins injured his foot, and was unable to ride. On the second attempt, Peck took the lead but was soon passed by Ackerman, who

in turn gave way to Heynigh. On the fourth round (the race was round a triangle, about nine laps for the five miles) Ackerman's saddle slipped, putting him back, and Peck again made pace, until the sixth, when Heynigh held the front, until on the seventh round "Little" Caldwell and Pierson took a hand in, and from this out it was a sure enough race between the pair. Caldwell was a couple of lengths to the clear on the last round, when Pierson let himself out and gained a lead of fifteen feet to within a hundred yards of the finish, when the "pet of the E. W." put on a fine spurt and beat him over the line by half a second, in 18m. 47 1-2s.; Peck was third, in 18m. 53s.; Ackerman and Heynigh trailing. After the race, the party was entertained by the U. Co. W.s at their club house, and the three handsome medals were there presented.

Got you dinks? The New Jersey Cycling and Athletic Association is about to give a series of race meets on the Roseville track. The first of the series will be run on Saturday, 6 August, and will include five or six races—a novice race for a starter, and the rest handicaps. The admission fee will be low, and but one price will be charged for tickets, which will include a seat on the grand stand, and also include the base ball game, which will follow the races. If successful financially, the "meets" will be held, perhaps every week, or at least every two weeks. The Association is to be commended for showing themselves, even at this late day that they are alive, and if a judicious amount of advertising is done, they can't fail to come out ahead, as it is only a matter of introducing cycle racing to the people in this locality to make it popular.

WHAT will, without doubt, be one of the best local events of the season, is the tournament to be run by the Orange Wanderers on Saturday, 27 August, on the Roseville track. It is all signed, sealed and settled, and the arrangement committee, under the able leadership of Dr. R. M. Sanger, is doing its utmost to make the affair take the shine off of anything heretofore managed by the club, which, by the way, has always been successful in anything they have undertaken.

It is expected that Billy Rowe will be present on Saturday, and ride an exhibition mile. Why not get some of the many who have been so willing to offer to put up cash to make good these offers, and have a race for "blood and money" between Rowe and Hendee.

MR. ALFRED H. SPEAR wheeled from Bloomfield to Ashbury Park last week. He will remain there, enjoying the sea air and good roads for two weeks.

AN average of 91 2-3 in the shade for the past six days is not so bad, even for Newark, but it certainly is bad for riding, and kept the most of the boys out of the saddle during the day. A large number of our local riders are off on their vacations, and are doubtless putting in time at mountains or sea shore.

ST. LOUIS.

"PHENIX."

WILL FLEMING and E. A. Gould, of Philadelphia, arrived here on the 23d, having walked twenty-one of the last twenty-one and one-half miles of their journey a-wheel from home. They were shown the sights, and started west toward Joplin on Wednesday, taking the Manchester road and rocky region beyond, against sound advice to strike northwest. They had ridden 1605 1-2 miles to this point, and looked fine as silk.

BREWSTER comes back from Boston, and says he had a high old time during his week's stay there.

SINCE it is the fashion to discover a double of this or that celebrity, we may ring in J. H. Kelly of Concordia, Kansas, who is said to resemble Tom Stevens greatly.

THE division board will probably convene next week, to talk business, and Brewster will also settle on the date for the division meet; very likely September will be the month, during the G. A. R. festivities.

THE *Bulletin* shifts an enormous task from the shoulders of St. Joe wheelmen, by stating that the banquet which was to have been set there for the delectation of Kansas friends, would be held here. We beg off—till the meet.

THE St. Joseph boys are experiencing a thorough waking up, and now take breakfast spins out over the level, black gumbo road leading to Lake Contrary, a bathing resort five miles out. They have an excellent half-mile track up there, the gumbo surface packing like tire cement, and being smooth as a billiard table. Can't you scrape up a Ducker, St. Joe?

HODGEN came in winner in both heats and final of the mile-race at Union Grounds to-day. Though track and weather were rather profanity breeding, the riders seem possessed with a joking spirit,

riding with an accompaniment of hisses and jeers to the "fine" time of 3.21 for the first heat, and 3.37 for the second. The final, run by Hart, Sanders and Hodgen, was so slow that the race was declared off. Such jokes won't pay, boys.

SYRACUSE NOTES.

"SALINA."

SOON after the League meet at St. Louis the Associated Press of New York State, recognizing the fact that the wheelmen are becoming quite a body of themselves, caused the following paragraph to be put upon the wires: "As an outcome of the great convention of the League of American Wheelmen at St. Louis, the Chief Consuls of the several States are now arranging for a conference of representative wheelmen from all parts of the country, to be held in New York at an early date. The purpose of this conference will be to map out the political action of the League with special reference to securing the recognition of wheelmen's equal rights upon the highways and parkways of several States in which these rights are denied. The officers of the League insist that these rights are constitutional." While a general meeting of Consuls has not yet been held, the work of the New York Division in opening Central Park to wheelmen and in passing a law which makes the wheelmen's rights to all carriage drives unquestioned, shows what can be accomplished if the leaders who made up that "great convention" will get at work. With New York State as a leader, wheelmen in other States can secure the same rights and privileges by a little extra work. While the paragraph was being copied extensively into the papers of the State this uncalled-for editorial note appeared in the *Syracuse Herald*, which shows the writer to be as unconversant with the use of the wheel and the character of its riders as he is of the League and its praiseworthy objects: "The bicyclists of the country are organizing to compel a recognition of the rights on highways which they claim that they have under the Constitution of the United States and that of every other State. Why not form a political party, gentlemen, and boycott every statesman that hesitates a moment in giving you the legal right to ride rough-shod over everybody?" Bicyclists do not desire to ride over anybody, either rough or smooth shod. They don't want the earth; they don't ask for the sidewalk; they repel any statement like the above, which hints at rowdyism or a desire to be all there is of the world; they want what is their due—a part of the road and all other privileges accorded to drivers of teams, and in New York they have already reached their desire. The League is not a company of boys or an organization few in numbers, and the Legislature in New York State has opened its eyes quite wildly, and taken that fact in, with all its significance. The imputation that wheelmen are a gang of cow-boys will find no believers where wheelmen are known.

CANASTOTA bicyclists are contemplating a tour to the St. Lawrence river. Go over to Port Hope and try the roadway down to Kingston. You won't regret it.

THERE is talk of a fall race meet here. A little premature now, but if the boys say so, it will be "a go." Made money out of one last fall, and the club will probably vote to try it on again. League Consul Becker has secured a new racer, and will get in his work between now and September.

VACATIONS are in order, and the boys are taking outings in various ways and at many different places. Those who have been brave, because they had to, and stayed in the city during this terribly hot month just past, have not cared to make any very long trips, and news has consequently gone on a vacation too.

PRESIDENT BRIGHAM is catching an immense number of fish at Wood's Island, Lake Ontario. "Fred" has resigned his position as assistant general manager in one of the largest wholesale dry goods houses here, on account of his health, and is talking of engaging himself to, and in a short time marrying—the bicycle business. He plays tennis, rides a safety, and is a general hustler.

WHEELMEN touring through New York State say that since the passage of the bicycle road rights law they have been accorded equal rights with the carriages upon roads of the State. A party of tourists from Erie, Pa., passing through this city the other day, said that the courtesy of drivers of teams is more noticeable as they travel east in New York. The law, which was calculated to open the parks of New York to wheelmen, will prove a direct benefit to every wheelman in the State.

It appears from the prints that the Ilderan Club "did Canada" on the train. A wheel trip by cars is something we never did like; you can make better time on a train, but such a run will not harden the muscle to any great extent. The road from Coburg to Belleville is excellent, and much smoother and more enjoyable riding

than any railway ride in Canada could possibly be. Too bad you missed all this road, but suppose the races at Round Island Park made up for the 75 miles not ridden. The Syracuse Club takes some pride to itself in stating that every step of the road was ridden—and one of the party had been riding the wheel but a single month.

RECORD OF THE WEEK.

W. A. ILLSTON is reported by a Glasgow paper as saying that Rowe was the best cyclist he had ever met. In the same interview he is quoted as saying of Howell, that he "did not believe there was anybody just now who can beat him." In other words, the canny Scot makes Mr. Illston say that Rowe and Howell were both "the best." There was evidently too much "mountain dew" imbibed during the alleged interview.

HOLLINGSWORTH is now East, and is training hard on the Lynn track.

THOMAS STEVENS is to deliver a course of thirty lectures in Great Britain.

THE Millville (N. J.) Bicycle Club will hold a race meet at that place September 1st. Particulars later.

THE Detroit Bicycle Club and the East Saginaw Club have made a match to have a team race sometime during the next four weeks.

MR. F. A. EGAN, so well and favorably known in wheel literary circles, is a Louisiana "boy," and formerly lived near Baton Rouge.

THE *Wheel* calls our feeble attempts at puns "Bassetisms." There is a chance for a play on words right there, but we refrain.

Two of the Kansas State championships will be run at Junction City fair next month. The one-mile State and the one-mile central championships.

HENDIE will, no doubt, appear on the path once more, and the Springfield Roadster people are busy building him a racing machine.

LATEST advices report Woodside ill on his back at Leicester, England. Ever since the Philadelphian has been in England he has been under the weather.

In the twenty-five-mile professional championship run at Birmingham, July 16, R. H. English beat W. M. Woodside by about five yards, in 1h. 23m. 5 1-2s.

THE New York L. A. W. State Division will hold its annual meet at Cooperstown, September 23 and 24. We shall give full particulars in our next issue.

THE management in charge of the meet at Martha Vineyard yesterday, to-day and to-morrow have been faithful in their efforts to give visitors a big time. Our next will contain a full account.

LAST week we spoke of Whittaker's having given Ashinger a quarter-mile handicap in a five-mile race. We should have said that Whittaker rode five and a quarter miles, while Ashinger rode five miles.

THE League Divisions seem to vie with each other in attempt to get out the prettiest programme. The California Division's official programme is the latest, and it comes to us in all the gorgeousness of gold, red and purple.

THE Star Club of Detroit continue sending us something new in way of typography and paper. This club has already had eleven club runs, and the notices of same have every one been different, and in each case extremely tasteful.

THE officers of the Outing Club, of Springfield, Mass., are planning for a number of boat rides and bicycle runs in August and September. The bicycle run last Friday to Holyoke was well patronized by the wheelmen of the city.

WHEELMEN living in the vicinity of Kansas City and Paola, Kansas, are putting in some hard licks to secure that special prize offered by the Paola wheelmen for the fastest time made between these two cities. The distance to be traversed is about forty-six miles.

ROBERT NEILSON seems to think that the Lynn track is a minute slower for the three miles than that of Springfield. He claims that Rowe is riding this year better than ever. This all may be, but to ourselves and other observant outsiders he does not seem to have ridden any of his races this season with his old-time snap and bull dog pluck.

A REMARKABLE innovation is being made by some of the large

clubs in this country, whereby lady members are admitted to full privileges. We hope the new departure may prove a success, but we doubt if it will be universal. The very nature of the sport, and the uses for dressing and bathing purposes, make the joint occupancy of a club house by opposite sexes, a trifle embarrassing, to say the least of it.

As clubs do not seem likely to give big tournaments this year, the professionals are talking about getting up a "circuit" this fall. Rowe seems to think there is "millions in it." If Howell can be induced to come over, and the pros. get a good live manager like Morgan, we think the racket would work well.

C. D. BATCHELDER, of Sanford, Me., has lately been touring through Eastern Massachusetts and Rhode Island. One day he wheeled 103 miles, and another 110. He writes that it is easier to ride 100 miles on these roads, than sixty on the roads of Maine and New Hampshire, where he has toured considerably for the past three or four years.

EVERY paper in Philadelphia, save one, has come out heartily against the way in which cyclists have lately been assaulted by drivers of horses in Fairmount Park. The time has passed when public sympathy is with these road hogs, and the time has come when the punishment follows quick on the heels of assault with weapons other than that of a wagging tongue.

A CERTAIN man by the name of Hitchcock, is mentioned by some of the knowing ones as the coming fast man. One who will lay out Rowe and Howell "just as easy." It is very nice to talk mysteriously about "dark horses," but let such come on the track and win "their title clear." It is fast pedalling that does it, and not mysterious claims based on rumor.

ROWE says to the *Lynn Bee*: "I am riding this year to please myself, for the last two years I have ridden to please the dear public." The *Bee* spitefully retorts: "If Rowe doesn't come any nearer pleasing himself this year than he has to pleasing the public for the past two years, he will not retire at the close of the season round-shouldered from bearing up a load of satisfaction."

"It is to be hoped that some concerted action will be taken by the manufacturers who have at various times been victimized by pros. who sign contracts to ride a certain make of wheel for a consideration (which in notice the pros. take good care is first paid to them), and when clear of the premises, seem to forget all obligations themselves. Of late some grumbling has been heard in high places, and it would not be surprising to see some pro. made an example of."—*Globe*. So say we all of us.—Ed.

CAPTAIN F. A. ELDRED and Lawrence Bolen of Springfield, Mass., started last Tuesday on a bicycle trip to and through the White Mountains. They will proceed to White River Junction, thence to Littleton, N. H., and then will take an adventurous whirl to the Flume, the Basin, Echo Lake, the Profile, Profile Lake, the comparatively unknown Mt. Kinsman flume, Mt. Washington, and the Presidential range. They mean to see everything seeable, and will return via Portland and Boston.

THERE is not a more popular or whole-souled wheelman in the South than A. M. Hill of New Orleans. He has shown practically more interest in the wheel and the League than many riders who now hold office in the L. A. W. Why is this? Is the League like a Republic, ungrateful for services and assistance rendered? Mr. Hill's friends should see that his name is not forgotten when opportunity offers to make a fitting recognition for past interest by conferring on him some honorable office.

"If you wish to see what a blazing jewel consistency is," remarked a wheelman a day or two since, "you should take your wheel and go road-riding a few times." "It is a painful fact," he continued, "which is perhaps most striking to the cyclist, that a horse may scare and shy at a locomotive, a dog, an obstruction, or even a harmless piece of paper in the road, and ninety-nine times in a hundred the owner will call the animal a blanked fool; but let the same horse shy at a bicycle, and ninety-nine times in the hundred the owner will blame the wheel, and swear at its rider. This sort of consistency we have to put up with for the sake of peace."—*N. O. Times-Democrat*.

THE road champions of Kansas City are now Nelson T. Haynes, of the Outing cyclists, and Harry Ashcroft, of the Kansas City Wheelmen. They started for Paola last Sunday morning, Ashcroft overtaking Haynes on the Southwest boulevard. Ashcroft started at 4.45. The two riders reached Olathe at 7.45. Ashcroft was suffering with a weak stomach and stopped for breakfast. Haynes pushed on. After stopping about forty minutes in Olathe, Ashcroft started and overtook Haynes at Bonita. Paola was reached at 12 M. The return was made at 2.45, reaching Olathe at 6.15 P. M.

THE RUDGE CRESCENT TANDEM.



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SUITABLE FOR LADIES OR GENTLEMEN
 SAFE, PRACTICABLE, FAST.

SAFE, PRACTICABLE, FAST.

Stoddard, Lovering & Co.,

152 Congress Street,

BOSTON, MASS.

HA! HA!

Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

PEORIA, ILL., July 15th, 1887.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nickeled Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Rudes, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.

Yours Truly

GEO. W. ROUSE & SON.

HORNELLVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. CO.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,

W. B. KERNAN.

BUFFALO, July 14, 1887.

MESSRS. GORMULLY & JEFFERY MFG. CO.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.

Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.

Yours Truly,

JAMES H. ISHAM.

If you want a Cycle that is reliable, easy running and honestly constructed send for our Catalog.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, - - ILL.

N. B. We also manufacture a complete line of sundries, embracing oils enamels, lamps, bells, shoes, jersey breeches and four celebrated hammock saddles.

Left Olathe at 6.45, arriving at Merriam at 8.30, including a stop of fifteen minutes at Lenexa. Half way between Merriam and Rose-dale, Haynes' nose commenced to bleed, and the two boys then walked, arriving in Kansas City at 8.45. The wheelmen covered ninety-six miles. The wheels stood the trip well, not a spoke being broken. This is the record ride now. The road-riding fever has caught the wheelmen of Kansas City, and doubtless this record will be broken again in a few weeks. The extreme hot weather is the sole preventive of road-riding. Messrs. Haynes and Ashcroft's ride was a good one, and they deserve credit for it.—*Correspondence.*

THE following instructions are from the *Chemist and Druggist*: "Black enamel for tricycles—Fuse forty ounces asphaltum, and add half a gallon of boiled linseed oil, six ounces red lead, six ounces litharge and four ounces sulphate of zinc, dried and powdered. Boil for two hours and mix in eight ounces fused dark amber gum, and a pint of hot linseed oil, and boil again for two hours more. When the mass has thickened again, withdraw the heat, thin down with a gallon of turpentine. Cement for bicycle tires—Melt two parts of asphalt and one part of gutta percha together in an iron crucible. When quite hot apply to the wheel, which must also be hot, then slip on the tire. If the wheel is not hot the cement will turn out a failure."

THE *Globe* wants to know, "Why is it that Boston, of all places in the country is the best from a cyclist's point of view, cannot hold a decent race meeting? It has more wheelmen to draw from, it has more personal influence, and it has all the makers, agents and manufacturers ready to assist, and yet we cry in vain for a race meeting. There are plenty of clubs in whose ranks can be found able men, why cannot they combine and give us some racing? Now then, Boston clubs, let yourself be heard from." In the first place, Boston has not a decent track, nor any place easily get-at-able where a good track can be built. Lynn is near enough to draw all the local wheelmen in this vicinity, if they want to see races. It is a lamentable fact that the active clubs in this city do not seem to care at all about setting the ball rolling as of yore.

L. H. JOHNSON, of Orange, N. J., has a bicycle in his window that has travelled 20,799 miles. In order to do this the rear wheel has revolved 25,000,000. Taking the very moderate estimate of thirty pounds pressure on the pedal for each half revolution of driving wheel, the machine has sustained in the aggregate a strain of 125,000 tons. Its life has been an eventful one. Of English make, it was bought new by an American in Germany, and after use there was brought to this country, and purchased in 1881 by Mr. Johnson, who sold it in turn to a novice, from whom it received many hard falls. It then became the property of R. D. Mead of Roseville, who has ridden it up to the present time. The machine is still in good shape, and equal to many thousand miles yet.

THE Missouri Pacific, Atchinson, Topeka and Santa Fe, and the Union Pacific railways, representing the roads west of the Missouri river, for a time translated the interstate law as prohibiting the free carriage of cycles when accompanied by owners, consequently wheelmen in that section found themselves excluded from old privileges. The latter company issued a circular specifically stating that the law prohibited continuance of the privilege. As no other railway lines in the United States made such a translation, but have continued to carry out their agreements with wheelmen the same as before, it was brought to the attention of the above roads. After considerable negotiation, all the above lines have withdrawn from their position and agree to restore free transportation under old conditions, at owner's risk.

J. C. SIMPSON, editor of the *Breeder and Sportsman*, states that "there is little trouble in overcoming the dread that some horses have at the sight of a bicycle if the right course is pursued, especially if seen some distance before it is met. As soon as the horse is aware of its approach, drive slowly—a walk is preferable—and if there is an inclination to stop, do so. Speak soothingly to the animal. Keep a tight hold of the reins to prevent a sudden wheel. We have yet to meet a rider who did not slow, and, as a general thing, offer to dismount. In a majority of cases this will not be necessary, and when the animal recognizes that it is merely a man on a wheel, the fear is overcome. There must be no severe punishment. And at the furthest, a touch of the whip to straighten it up, and words of encouragement will effect the purpose. One of the most nervous colts we ever drove, after two trials, cared no more for a bicycle than a buggy."

A CERTAIN smart, though evidently inexperienced youth, who "does" the cycling notes for the *Spectator*, allows the sun to addle his apology for a brain a little more than usual last week, and he perpetrates something intended to be facetious in regard to Boston men, ways and hospitality. Among other things he says: "I never could quite understand the way of the Boston wheelman, especially

one or two specimens who were "on view,"—I believe this is the proper expression—at the late League Meet." We are sorry that the ways of gentlemen are an enigma to him, and we regret to read this intimation as to the character of his associates; certainly St. Louis has as many courteous, hospitable gentlemen as any city on this footstool. We regret that the lines of the *Spectator* man have not fallen in such pleasant paths so that he could better understand the ways of St. Louis gentlemen and "the specimens" he so curiously regarded at the meet. We sincerely trust he will not fail to examine every "specimen" that may be "on view," so that the ways of gentlemen in time will not be so strange. Here is a chance for St. Louis gentlemen to do a little missionary work.

AN intensely exciting game of base ball took place last week at Lynn, between the "Pulverizers" and the "Spider Wheels." In the ranks of the latter were W. A. Rowe, W. A. Rhodes, R. A. Neilson and Asa Windle. We regret to record the fact that the "Spiders" got knocked clean out of the diamond by a score of 27 to 16. These gentle doves used up three umpires, but the relatives are assured that the remains will receive decent burial. The way Rowe would lie down when he saw a ball coming his way was a revelation to ball players. As for Rhodes he would just stand still and howl at the ball to "stop," in case it came in his quarter of the field. It was a great game.

It seems that Howell was due at a race meeting in Birmingham, July 16, but did not turn up. The *Mail* of that city explains the cause of Dick's absence as follows: "All sorts of rumors have been circulated about Howell's absence, but we have it on the best of authority that Howell was not set upon by a crowd. Our informant, who hails from the scene of the encounter, says the champion was out driving, and meeting a milk-cart on the road, pulled up and roundly abused its occupant because he impeded his progress. It seems a mutual agreement was arrived at, and the pair turned into an adjoining field, where the milkman triumphed over his opponent, gaining a complete victory. A well-known Leicester sportsman has deposited £25, on the milkman's behalf for a genuine encounter, and it is not at all unlikely that the champion wheelman of the world, will be turning his attention to pugilistic matters."

THE Central Wheelmen of Cincinnati will have a big celebration on the 10th of September, the occasion being that of the first anniversary of their organization. Great preparations are on foot to make the affair a success. Races, illuminated parade, and banquet, will form the prominent features. These are open to all, but especially are cyclists from Ohio, Indiana, and Kentucky invited. The races will be held at Chester Park. Costly and handsome prizes have been subscribed by liberal citizens, and winners of any of the races will be the recipient of something worth running for. The entry books will be open until 12 o'clock the day of the races, and those wishing to enter will please write to secretary for programme and particulars. The Central Wheelmen were organized in September, 1886. The present incumbents in office are: Charles Hampson, President; Hiram B. Klum, Secretary; George W. Robertson, Treasurer; and Will Millholland, Captain. President Kirkpatrick, of the League, will act as one of the judges at the races, and will also make an address at the banquet.

It was on a Michigan avenue car yesterday. An oldish woman, having three or four parcels on the seat beside her, listened for a while to a conversation between two men on the opposite seat and then leaned forward and asked:

"Were you talking about races?"

"Yes'm," replied one.

"Going to be in town?"

"Yes'm."

"What kind of races?"

"Horse racing, ma'am."

"Oh, it is? Well, that's all. If it's hoss racing I don't keer to hear any more about it."

"What kind of racing did you want to see?"

"Who? Me? Oh, I kinder belong to the church and don't believe in any sort of racing, but if they've got to race, and if I've got to race, and if I've got to be there, I like to see about a dozen fellers hop on to them boycikles and go tearing and ripping—hip—hurrah hurrah—around a track—hi-a-h-h-h!"

And she breathed hard and wiped the sweat off her nose, and when everybody laughed she said she begged their pardon and hoped they wouldn't lay it up against her.—*Detroit Free Press.*

PHILADELPHIA seems to be in an uproar. Scarcely a paper now comes to hand without some account of trouble between cyclist and horseman. The *Times* of that city reports it as follows: "One of the peculiar arrests that the bicyclers have had to contend with in this city, was made in the Park, Friday night, about 10 o'clock. Howard B. Mingus, of 718 Arch street, and his brother Walter, both well-known wheelmen, were making their way through the

West Park, taking the short cut by the clay cross road at the turn in the drive above Sweetbrier, instead of going around by the bridge over the entrance to the West river drive. On emerging on to the main drive, just at the turn, they kept well over to the right of the road and were going quite slowly, as indeed the nature of the ground with the deep gutter between the two roads makes very necessary. Just as they had safely crossed the bad road, Mr. Cairns, of the Coroner's office, drove up, also on the right of the road. As the riders came out on to the main drive they were ahead of Cairns' team, and at this Cairns takes exception. Mr. Cairns declared that his rights were infringed, as the wheelmen were too close to him, and that if he had had his spirited horse there might have been an accident. He also claims that one of the bicycles struck his team. The wheelmen are both known to be quiet, inoffensive men, and riders who would go to a great deal of trouble to keep out of any unpleasantness on the road or elsewhere, and as Cairns lashed past them they paid no attention to him whatever. On reaching the east side of the river, however, they were held by a guard, who informed them that as Cairns had a charge against them they would have to dismount and go with him to the guard house, which they did. At the guard house Cairns put in a complaint of "reckless driving," and, although no bail was exacted, as there seemed to be no one in particular in authority at that time at the guard house, the riders were informed that they would have a hearing at 4 o'clock Monday afternoon. If the Magistrate should consider that Cairns has a case, the riders will bring a counter suit against Cairns, both for reckless driving and for assault in upsetting Howard Mingus."

TEMPLE BEATS ENGLISH.

JULY 16, R. Temple won a half-mile professional championship at Birmingham, England, defeating English by ten yards in 1 min. 21 4-5 sec., with a strong wind; Morgan was fourth. English won the 25-mile championship by five yards from Woodside, who led almost to the last lap. Morgan's machine collapsed in the fifth lap.

THE MILE SINGLE AND TANDEM TRICYCLE RECORDS GO.

THE English record breakers are starting in early this year; and are making some big inroads into the "bests." On July 9, at Long Eaton, G. Gatehouse covered a mile on a tricycle in 2m. 41 3-5s., while Kiderlen, the Dutch champion, and Dr. Turner, of London, rode a tandem machine a mile in 2m. 38 4-5s. These are the world's records.

HILLIER ON THE PATH.

MR. G. L. HILLIER's appearance on the Crystal Palace path July 16th, was a genuine surprise and a pleasure to his old-time friends. Mr. Hillier won his trial heat from scratch, and in the final gave his *protege*, Osmond, all he could do to beat. Hillier has made it a point to allude to his stiffening knees and his "bellows to mend," but this late wonderful performance has put a quietus on the thought that the old champion has gone stale. Osmond's time was 2:38 1-5. Hillier second by about three feet.

RACES AT OMAHA, NEBRASKA.

BICYCLE races were held at Omaha July 17. A four-mile amateur race was won by Pixley (half-mile start) in 18m. 29 1-2s. A five-mile professional race by Thomas W. Eck, Toronto; W. F. Knapp, Denver; and Charles Ashinger and Ed Bullock, Omaha, was won by Knapp in 15m. 58 3-4s. John S. Prince and Whittaker, of Chicago, then competed in a ten-mile race, Prince winning by a quarter of a second in 33m. 59s.

ENGLISH TRICYCLE RECORDS.

E. KIDERLEN, on Tuesday, the 12th inst., rode a mile on a "Humber" Ripper, on the Long Eaton track, in 2m. 38 4-5s., the quarter-mile occupying 40 3-5s., the half-mile 1m. 23s., and the three-quarters 1m. 59 2-5s. On the night after (Wednesday) F. W. Allard made *promateur* tricycle records as follows: Quarter-mile, 40 2-5s.; half-mile, 1m. 20s. Mr. Allard rode the Marlboro' Club tricycle.

RACE AT MONTREAL.

E. W. BARLOW, with 4 1-2 minutes start, won the Montreal road handicap race July 23; E. P. Baird, the scratch man, was second, being beaten by only a yard. The men did not know just exactly where the finish was and consequently as it was near a bend in the road, the men were on it before they knew it; Baird undoubtedly had the

race, and only the poor management is to blame for his defeat. This is the first of a series of 3 races to be given by the Montreal Club. The winner of a plurality of points in all three races will be awarded the first prize, a handsome gold medal offered by Mr. F. T. Gnaedinger. Seven prizes in all will be given, and awarded in the order of the points won.

It is to be hoped that better management and a more sure measurement of the distance will obtain in the next two races. [It is a curious fact that our report fails to mention distance run.—Ed.]

DORCHESTER CLUB TRIAL RACE.

THE Dorchester Bicycle Club held a scorchers' race on Saturday, July 20th, to determine who should represent the team in the next race. At 5.10 Doane, Benson and Markoe started off at a rapid pace over the Eastern Road Club course, and at the end of two miles, Markoe was hopelessly in the rear. Doane and Benson kept together throughout the entire distance, covering the twenty-five miles in 1h. 37m. They rode in good shape throughout and took their time. They stopped at Dedham and got some soda, and at Mattapan for water. Considering these stops and the day, the time was excellent, and, no doubt, the Dorchester boys will give the other clubs all they want in the fall race. Doane and Benson rode Ridges, and Markoe a Swiftsure.

THE SIX-DAY RECORD TAKEN IN AUSTRALIA.

In a six-day, six hours a day, race held at Sydney, Australia, June 4th, Fred Wood and Wyburd beat the record for this time by some ten miles. These two men rode all through the race close together, neither allowing the other to get any decided advantage. In the last half-mile Wood and Wyburd ran neck and neck for two furlongs, when Wood, by an almost superhuman effort, passed to the inside of Wyburd on the corner, but in the straight Wyburd again came up level, but could not pass, and when the pistol fired for the last lap, a desperate struggle for supremacy ensued, in which Wood proved the victor by barely five yards, after one of the most exciting contests of the wheel on record. The distance ridden was 534 miles, 3 laps, by each man, which stands record.

THE C. P. CHALLENGE CUP.

ON July the 16th John H. Adams won the cup for the third time, thus making it his absolute property. Osmond, Hillier's pet man, made a very close finish, as Adams only beat him by about three feet. Time, 45m. 35 1-5s. for the fifteen miles. Adams' last lap was ridden at a pace equal to about 2.19 3-10 for the full mile.

PREVIOUS WINNERS.

1880. G. Lacy Hillier and J. R. Hamilton, for the Druids B. C.
1881. Charles Crute and Frank Allport, for the Sutton B. C.
(In 1882 the team racing was abandoned and an ordinary scratch race substituted, to be won three times, not necessarily in succession.)

1882. Cuthbert D. Vesey, Surrey B. C.
1883. Charles Edgar Liles, London A. C.
1884. Robert H. English, North Shields A. B. C.
1885. John H. Adams, Lewisham B. C.
1886. John H. Adams, Lewisham B. C.

MORE RECORDS BROKEN AT LONG EATON, ENGLAND.

THURSDAY evening, July 21, was a splendid one for record breaking, hardly a breath of wind stirring, and the track in splendid condition. The American team are not the men to let such an opportunity slip by, so they started W. M. Woodside on a ten miles' journey in search of records. Mr. B. Hinchcliffe took him the first two laps, followed in turn by Messrs. Temple, Morgan, and Lee, each doing a couple of laps to the finish. Woodside got among the records at six miles, and beat all previous best times up to ten miles. Mr. A. H. Turner registered the laps, and Messrs. J. Cooper, Tanzer, and four or five others took the times, while W. J. Morgan "bossed" the arrangements generally. The following are the times: 1 mile, 2 min. 52 sec.; 2, 5 min. 50 sec.; 3, 8 min. 41 sec.; 4, 11 min. 26 4-5th sec.; 5, 14 min. 18 sec.; 6, 17 min. 12 sec.; 7, 20 min. 2-5 sec.; 8, 22 min. 58 sec.; 9, 25 min. 47 sec.; 10, 28 min. 34 2-5 sec. The previous highest record was T. Battensby's 28 min. 58 sec., which Woodside beats by 23 3-5 secs.—H. [Our authority is correct so far as English records go but the world's records are held by Rowe, as follows: 6 miles, 16 min. 12 3-5 sec.; 7 miles, 18 min. 59 sec.; 8 miles, 21 min. 41 2-5 sec.; 9 miles, 24 min. 26 2-5 sec.; 10 miles, 27 min. 7 1-5 sec.; Ed.]

THE ENGLISH RECORDS FROM TWO TO FIVE MILES GO.

We cut the following from *Bi. News*, but respectfully made the correction that W. A. Rowe's records stand intact as yet, as per the table we give below:

Last Tuesday evening (July 19), at Coventry, A. P. Engleheart put in the most extraordinary performance on record by lowering, on a "Brookes" safety, the world's records from 1 1-4 to 5 miles, both those made by Howell in this country, and by W. A. Rowe in America, and not only lowering them, but fairly smothering them. The night was perfectly still and close, and with Mr. Ilston and Henry Sturme clocking, J. H. Staner checking laps, and J. H. Adams, Fenlon and Buckingham pacemaking in turn, he accomplished the following extraordinary times, cutting all records from two miles up, and beating Howell's five miles' time by over 20s., finishing, moreover, as fresh as paint:

MILES.	ROWE.	ENGLEHEART.	HOWELL.
1	*2 29 4-5	2 40	2 35 1-5
2	*5 11	5 26	5 37
3	*7 48 4-5	8 9	8 27
4	*10 41 2-5	10 54	11 14
5	*13 23 4-5	13 35 3-5	14 1 1-5

*World's records for any form of machine.

Mr. Engleheart's achievement is none the less worthy of admiration. It gives the new form of safety a position of honor that we have all along contended it would attain. So on the road the new comer will in the near future have the lion's share of the records.

ENGLISH RECORDS ACCEPTED.

THE Records Committee of the N. C. U. have passed the following claims:

TRICYCLE—PATH.

J. B. King, L. A. C., at Alexandra Park, 27th June, 1887.

MLS.	H.	M.	S.	MLS.	H.	M.	S.
21	1	8	57 4-5	24	1	19	11 4-5
22	1	12	20	25	1	22	24 4-5
23	1	15	51 1-5				

T. R. Marriott, Nottingham & Notts T. C., at Crystal Palace, 9th June, 1887:

MLS.	H.	M.	S.	MLS.	H.	M.	S.	MLS.	H.	M.	S.
101	7	56	18 2-5	118	9	11	31 2-5	135	10	43	31
102	8	0	52 3-5	119	9	16	0	136	10	47	8 2-5
103	8	5	27 3-5	120	9	20	31 3-5	137	10	51	47 1-5
104	8	10	1 3-5	121	9	35	28 1-5	138	10	56	24 2-5
105	8	14	32 4-5	122	9	40	9 1-5	139	11	1	9 1-5
106	8	18	56 2-5	123	9	44	50 5-5	140	11	6	0 2-5
107	8	23	18	124	9	49	41 3-5	141	11	10	58
108	8	27	37 3-5	125	9	54	22	142	11	16	4 3-5
109	8	32	1 3-5	126	9	59	11 2-5	143	11	21	12 2-5
110	8	37	21 2-5	127	10	4	3 4-5	144	11	26	21 4-5
111	8	40	44 3-5	128	10	8	43	145	11	31	33 1-5
112	8	45	8	129	10	13	43 2-5	146	11	36	31 3-5
113	8	49	25 2-5	130	10	18	26 2-5	147	11	42	5 1-5
114	8	53	47 2-5	131	10	23	14 2-5	148	11	47	22 2-5
115	8	58	14 3-5	132	10	28	3 1-5	149	11	52	43 1-5
116	9	2	40 2-5	133	10	33	24 2-5	150	11	58	4 2-5
117	9	7	7 3-5	134	10	37	56 1-5				

TANDEM TRICYCLE—PATH.

E. B. Turner, Ripley Road Club, and P. E. Kiderlen, Delft Stud, B. C., Long Eaton, 8th July, 1887.

MILE.	M.	S.
1-2	-	1 19 3-5
3-4	-	1 58 2-5
1	-	2 38 4-5

TRICYCLE—ROAD.

100 miles. C. W. Brown, Finchley T. C., Twyford to Norman Cross, on 14th June, 1887. Time, 7h. 54m. 10s.

The committee wish it to be understood that for distances over 150 miles on the path no records will be recognized for other than the even ten miles. For the Records Committee,

FINLAY A. MACRAE, Hon. Sec.

THE Binghampton (N. Y.) Bicycle Club held a meeting last week to take action relative to making the organization permanent. They decided by a unanimous vote to continue as a social and wheel club. The track at the ball grounds will be repaired and put in order for riding. Thursday evening of each week has been designated for practice. A bicycle tournament will probably be held here next fall.

MR. E. B. SMITH, of Springfield, Mass., intends to establish a record for the twenty-one miles between his native city and Amherst. He thinks he can do it in about 1h. 20m.

THE Louisiana is the name of a new cycling club in New Orleans. It has a roll of seventeen members, and is officered as follows: W. H. Renaud, President; J. P. Phelan, Secretary-Treasurer; and R. G. Betts, Captain.

PRINCE WELLS is now in Chicago undergoing repairs for damages received while riding the unicycle and carrying a man on his shoulders. We admire the pluck of the man who consents to be carried, almost as much as we admire the skill of the carrier.

We hear that Wallace Ross and Geo. Hosmer will give an exhibition race on the new rowing tricycle at Cottage City during the meet this week. It is also stated that a bona fide match is to be made between two celebrated oarsmen for a race, \$500 a side, to come off at Springfield or Lynn during the early fall sometime.

WILLIAM LANTAFF's bicycle was damaged in a peculiar way lately at the corner of Gray and Railroad avenue, Elmira. The driver of a bakery wagon forced Mr. Lantaff into the gutter and a collision was narrowly avoided. The rear wheel of the bicycle was caught in a catch basin, and the machine divided itself into two parts by the breaking of the head. Mr. Lantaff was uninjured and the brass bird cage which he was carrying at the time, also came out unscathed.

A REGULAR meeting of the Binghampton (N. Y.) Wheel Club was held last week. In addition to the officers elected a few evenings before, H. Y. Bresee was elected Second Lieutenant; Harry F. Arnold, Third Lieutenant; and Wm. P. Mosher, Bugler. A constitution and by-laws were adopted, and it was decided to make the organization an L. A. W. club. The club starts with thirty-one charter members, and as all are riders the club will be a live and growing organization. Club runs will be made each Tuesday evening, starting at 6.45 o'clock.

THE QUEBEC TOUR.

(Continued.)

LAST week I told your readers of the doings of the first week of the tour, and now I propose to give an idea of what was seen and done during the second week. It was one of adventure, and I do not believe that a cycling party ever went through a more varied experience than the Quebec tourists. I have told you how we went to the hotel in Quebec with the aid of a caleche, after which we were assigned rooms at the Russell House, one block away, but under the same management. The reason for putting us in the annex was no doubt the manager of the hotel feared we would take the hotel and drive the guests away, but we knew how to behave, and did so. In the afternoon carriages were taken for a drive around the city,

VISITING THE CITADEL,

and all points of interest. While stopping in Quebec a good many of the party were suddenly taken sick, and at the time of starting the next day were unable to go, and were obliged to take the train. The next morning all were up bright and early, preparing to make the start to St. Joseph, 40 miles away. Six men found they were too sick to wheel, and concluded to ride in the cars. Had the balance that went on wheels known what they were to go through before night every one would have taken the train. Starting from Quebec the party took the ferry across the river to Point Levis, at which place they commenced their work by a climb up a hill half a mile in length. Passing through this place the turnpike road was reached, which extended 12 miles to St. Henri. One Portland man got off the right road, and when last seen was making tracks toward Montreal. After riding ten miles he discovered his mistake and returned to Quebec in season to get the train for St. Joseph. The turnpike to St. Henri could, with a small outlay, be made one of the finest roads in the world, having, as it does, a hard, level macadam surface, which through neglect has been allowed to wear down to the bare stones. One mile from St. Henri we got

ON THE WRONG ROAD,

and were compelled to retrace our steps back to the village, and cross the Chaudiere River. After crossing the river our trials began, without any let up until St. Marie was reached for dinner. I have seen some hard roads, but for toughness this one took the whole bake shop. For miles we rode on side paths and ruts, and when not riding were pushing wheels through sand. We soon learned how to ride ruts, which caused "Fatty" to remark that "when he got back he was going into the fancy riding business, and among his feats would be riding on fences." "Fatty" is a very careful rider, and never takes any chances. Whenever a hill with a

descent of 30 degrees was reached he invariably would dismount and walk to the bottom. I estimate that he walked during the last half of the tour some 75 miles. A few miles from St. Henri the road forked, and we were in a quandary as to which road to take, there not being any guide posts. Here is a chance for some Canadian "Howe" to get in his work on a guide post hill. We espied a house about a quarter of a mile away, so Hagan, "Fatty" and the writer proceeded to get our direction. Arriving at the house we found it a school. I immediately began to paralyze the teacher with my French, by asking her in as good language as I could command the right road. She evidently did not understand what I said, and

LOOKED AT ME IN AMAZEMENT.

I was discouraged, but Hagan came to the rescue with his "*quelle rue a St. Marie*," the teacher caught on, and pointed the correct road. Remounting we pushed on for a mile or so, after which we began a long walk of four or five miles. We soon struck a place where the sign said "*Magasin du vin et liquors licenses*," which we interpreted to mean licensed store for wines and liquors. Fatty had brandy, and was almost knocked off his chair when he drank it. Continuing, we alternately walked and rode for some distance, when Fatty showed signs of giving out, and laid down on the grass, remarking that "Montgomery did not care to retreat over that road, so allowed himself to be killed at Quebec." Pretty soon St. Marie hove in sight, and dinner was served to the hungry crowd. We had ridden thirty-two miles, and the distance was equal to fifty on any other road. After dinner we were shown round the town by the hotel proprietor, and taken into the church. Every town, it matters not the size, has one church, and they are very elaborate affairs. The one at St. Marie is gorgeous, and a finer interior I have never seen. It occurred to me as very strange that a little town of less than 500 people could support such a splendid affair, but we were told that each citizen was taxed for one-half the cost, while the church paid half. Leaving the church we made our way to St. Joseph, twelve miles, at which place we were to stop the night. The road improved a very little, and when St. Joseph was reached almost everyone was saddle-sore, and several made an ignominious entrance into the town, walking and pushing their wheels. The captain's suit was a sight.

IT RESEMBLED A PEPPER BOX,

having no less than fourteen holes worn through the unmentionables, and he was obliged to go round with an artificial covering until the baggage arrived. Everyone being very tired, they turned in early, but about midnight, voices raised in sad protest, were heard in several rooms. It seems that bed bugs had made a raid, and were having a picnic with the tourists. All were up early the next morning, and after breakfast we pushed on to St. George, twenty-two miles away. The large man from Skowhegan, and the North Easton man had a race to this place, which was declared a tie. During the afternoon the party visited a gold mine, and were taken down the shaft 160 feet, and underground 600 feet by the miners. It was a novel experience for those who had never done anything like it before, and all felt repaid for the mile walk up hill to get to it.

[To be Continued.]

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

EIGHT members of the Capital Bicycle Club will start from Baltimore on August 5. They will take the steamer to Boston, and will go on to Martha's Vineyard to be present at the Massachusetts Division Meet. They will be quartered in the cottage of H. S. Owen. The party will be met at Boston by Charles Richards Dodge.

MOONLIGHT soft, and the girl I like,

Asphalt road and a tandem trike.

Bright eyes gleam,

Ad. lib. ice cream.

These attractions quite have weaned me from my first loved bike.

JOHN O'R. in *Southern Star*.

It should be remembered that the racing board has assigned the one-mile bicycle, and the one-mile tricycle championships to the Cleveland Bicycle Club, and that these races will be contested at the club's annual tournament, to be held at Cleveland, Ohio, August 11, 12 and 13.

THE great North Road 50-mile race in England was won by Mr. Godfrey White of the North Road Club, in the fair time of 3.14.26. White had a handicap of 15m. from the only scratch man, G. P. Mills, whose riding time was 3.18.55. The invincible Mills, however, is said to be suffering from a bad cold on the chest. White rode an Ivel safety.

ROWE says he will appear at Roseville 9 August, and at Cleveland August 11, 12, and 13. Mr. Murphy, of Lynn, is ready to put up any amount on the Lynn favorite against any cyclist in the world.

MESSRS. J. B. HALCOMB and C. Smith of Detroit, Mich., have been going for the twenty-four-hour record for that section. They started for Winsor at 4 A. M., covering 133 miles during daylight. They then rode 17 miles after dark, thus making the total 150 miles, total riding time 14 1-4 hours. This will stand as record for Detroit and vicinity.

THE Overman Wheel Co. have completed, and are now producing a lamp which is not subject to being put out by drafts. It is fitted with the patent Sirrell ventilation. A lamp that will keep lighted is something that all wheelmen want.

THE old, tried and celebrated Lillibridge saddle, believed by many who have ridden it for years to be the best hammock saddle on the market. Made for all kinds of cycles. Price only \$5. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. *Advt.*

AT Coventry, July 13, S. W. Allard lowered the quarter-mile and half-mile bicycle record, in spite of a rough track and a strong wind. He finished his quarter-mile in 40 2-5s., 1-5s. inside record; one-half-mile in 1m. 20s., 2s. inside record. Allard rode, as usual, a "Marlboro' Club," and Oxborrow acted as pace-maker.

A POINTER for the cloth: "An Episcopal clergyman, it would seem, has rather an advantage over nearly all other clergymen, as he can ride in his knickerbockers on Sunday, and when he gets in the pulpit hide his frivolous legs behind his surplice."

THE Cobblestone saddle. With it one can ride off the ordinary city curb without danger. Embodies the best points of all the hammock saddles. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. *Advt.*

MR. JOHN READ has been taking a flying trip to England, going and coming on the same boat. It has been purely a trip of pleasure. In the mean time the New Mail bicycle has been having a big sale under the personal supervision of Mr. Atwell.

THE tricycling championship of Austria, has been won by A. Sild on a "Marlboro' Club."

WE are very much pleased to hear that Augustus Weber did not sustain as serious injury as was feared, by his being squeezed between the lathe bed and the wall of a Newark foundry. He will recover the use of his legs, and before snow flies will be able to ride once more.

WE shall never cease to say a good word for the goods made by the Holmes Knitting Co. The acme of comfort is reached by those who have adopted the self-suspending bicycle stocking. See *adv.*

THE celebrated Duryea saddle, which has been used for some years past by all the well-known racing cracks, is now being delivered by the Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. Price \$4. *Advt.*

A PACIFIC slope weekly cycling pamphlet pitches into the L. A. W. and Mr. Bassett. They want to know what earthly use the L. A. W. is to them anyway, and they are as mad as any hornet because they "asked for a fish and got a serpent," (i. e.) asked for the two-mile championship, and got the ten-mile.

THE winning mounts at the Paola, Kansas, races were as follows: Out of thirteen races, eight firsts and four seconds were won on Light Champions, four firsts and six seconds on Victors, one second on a Star, one on an Ideal, and one first on a Kangaroo. The remaining second was won on a Rover. *Advt.*

"POOH! pooh!! to you," and that's what the *Bulletin* says to the *Globe* man, because of his tirade against jokes. Bassett gives editorial dignity to his argument in favor of a good pun. We judge from this that "the mill" will be kept in running order, and the usual compliment of "jokes" (?) will occupy space in the official organ. While we may not like puns for steady diet, yet we think the fuss made by some is out of proportion to the real harm done.

THE Wonder saddle, wonderfully well suited for hard riding. Is of admirable shape. Whittaker has used it on all his runs and swears by it. In many sections of the country riders will have nothing else. Price \$6. Gormully & Jeffery Mfg. Co., sole manufacturers. *Advt.*

WE are pleased to notice that a railroad company out West recently discharged a baggageman because it was proven that he was rough and uncivil to a cyclist who wished to transport his bicycle. This ought to be a lesson to the festive baggage-masters, that because a man rides a bicycle he is not outside the pale of civilization.

BEFORE BUYING A TRICYCLE CONSIDER THESE POINTS.

- The QUADRANT** led the way with the large steering wheel and its success compelled others to follow.
- The QUADRANT** led the way with a **rigid** steering wheel—a "sine qua non."
- The QUADRANT** led the way in the proper distribution of riders' weight.
- The QUADRANT** led the way with a central geared axle and with a long bridge over the axle.
- The QUADRANT** never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an automatic spring, nor any such past and passing contrivances.
- The QUADRANT** led the way—was original—has served as a model for imitation—and continues still the only true principle for a velocipede of three wheels.
- The QUADRANT** has done a mile ON THE ROAD in 2 min. 38 sec.—never yet approached. Has won every hill climbing contest it ever entered, notably the great Weatheroak contest, in which it finished 1st, 2d and 3d against Bicycles, Tricycles and Safeties. It holds the United States road record, 50 to 100 miles, done on a roadster—the 5-mile 1887 championship of England, and has won innumerable contests at home and abroad.
- The QUADRANT** is made by a firm who manufacture no other machines but Tricycles, who pay their men by the week (no piece work), who take pride in the history and traditions of their machines, hence its permanent superiority.
- The QUADRANT** is guaranteed, and the machines we import are built especially for American roads, possessing elements of strength to be found in no other machines.

No. 8 for Gentlemen.

No. 14 for Ladies.

No. 15 (Tandem) for either or both.

Send for Illustrated Catalog.

SAMUEL T. CLARK & CO., Baltimore, Md.,
SOLE IMPORTERS.



NEW RAPID ROADSTER.

THE NEW RAPIDS

Roadster, Light Roadster and Safety,
(Dover Pattern)

with the original and only perfect

TRUE TANGENT WHEELS,

Extensively copied, but never equaled.

Detachable Tubular One-piece
Handle Bar,

Warranted not to work loose.

Hollow felloes—6-in. cranks—square
rubber ball pedals—black rubber tires—
T., Pear or Spade Handles. Single
ball bearings both wheels.

WEIGHT:

50-in., Roadster 40 lbs. Lt. Roadster 36 lbs.

Warranted Interchangeable

Send for Illustrated List. **AGENTS WANTED.****SAMUEL T. CLARK & CO.,****Baltimore, Md.**

CYCLISTS' TOURING CLUB.

FRANK W. WESTON,
UNITED STATES CHIEF CONSUL,
Savin Hill, Boston, Mass.

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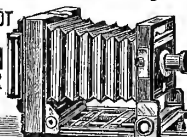
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Brooklyn, CHAS. SCHWALBACK, Prospect Park Plaza.

Some Columbias.

**American Athletic Club,
New York,
Saturday, June 25, 1887.
2 Mile Handicap won on a
COLUMBIA LIGHT ROADSTER.**

Boston Daily Globe.

MONDAY, JUNE 27, 1887.

Rhode Island Wheelmen.

PROVIDENCE, R. I., June 26. The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner of Warren came in first. Time, 1 hour 42 minutes 5 seconds. L. A. Dawson of Pawtucket second, C. M. Morse of Pawtucket third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

Kings County Wheelmen.

6th Annual Meet,

Saturday, June 25, '87.

**8 out of 10 Races won on
Columbias, viz.:**

1 mile novice, 2 mile handicap, relay race, 1-2 mile boys', 1 mile championship, Ilderan Club, 1 mile handicap, 5 mile State championship, 1 mile consolation.

Roseville, N. J., July 4, 1887

Races.	Winners.	Machines Ridden.
1 mile L. A. W. Championship.....	A. B. Rich.....	Columbia Racer
3 mile lap.....	J. H. Powers, Jr.....	Columbia Racer
1 mile Championship, Union County Wheelmen.....	A. W. Pierson.....	Columbia Light Roadster
3 mile team.....	J. W. Powers.....	Columbia Racer
1 mile consolation.....	H. Powers.....	Columbia Racer

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * *

STARTERS.	Actual time	Minutes' start.	Position
H. R. Winship.....	1:12:55	8 1-2	1
C. H. Seig.....	1:16:45	11	2
W. J. Maas.....	1:17:33	11 1-4	3
T. F. Palmer.....	1:17:51	9 1-2	4
H. Mangle.....	1:18:23	11	5
W. M. Cook.....	1:18:55	8 1-2	6
F. E. Spooner.....	1:11:43	11 1-4	7
C. B. Pierce.....	1:17:30	6 1-4	8
R. E. Schmidt.....	1:18:50	9 1-2	9
H. L. Wheeler.....	1:15:32	14	10
Martin Bowbeen.....	1:18:55	6	11
F. T. Harmon.....	1:19:47	6 1-4	12
T. M. Crennon.....	1:20:00	5	13
B. B. Ayres.....	1:11:17	6 3-4	14
M. D. Wilber.....	1:10:43	6 1-4	15
W. D. Buckley.....	1:14:00	9 1-2	16
W. A. Davis.....	1:12:55	6 1-4	17
Frank Riggs.....	1:16:23	10 1-2	18
H. L. Fulton.....	1:18:20	11	19
R. A. Ehler.....	1:18:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster....
2	Columbia Light Roadster....
3	Columbia Light Roadster....
4	Victor.....
5	Columbia Light Roadster....
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster....
9	Columbia Light Roadster....
10	Expert Columbia.....
11	Champion.....
12	Columbia Light Roadster....
13	Columbia Light Roadster....
14	Columbia Light Roadster....
15	Columbia Light Roadster....
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion.....

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. * * * * * The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. * * * * * Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.—*Bicycling World*, June 17 1887.

Starters.	Machine Ridden.	Position at finish.
L. A. Miller, 54-in. Columbia Light Roadster.		1st
Wm. Harding, 52-in. Columbia Light Roadster.		2d
E. A. Deblois, 52-in. Columbia Light Roadster.		3d
F. L. Damery, 51-in. Columbia Light Roadster.		4th
Ludwig Forster, 54-in. Victor.		5th
S. J. Mills, 53-in. Expert Columbia.		Did not finish.

Lynn, Mass., July 4, 1887.

3 mile amateur, 3 mile professional handicap, boys' mile handicap, 2 mile professional handicap, 2 mile amateur handicap, 1 mile run,

WON ON COLUMBIAS.

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COLUMBIA BICYCLES
And Tricycles.
Boston, New York, Chicago
Catalogue sent free.

SPRINGFIELD, July 4, 1887.

Races.	Winners.	Machines Ridden.
1 mile novice.....	H. B. Arnold.....	Columbia Light Roadster
1 mile, for boys.....	Geo. McClelland.....	Victor
1 mile, 3.20 class.....	Geo. C. Dresser.....	Columbia Light Roadster
1 mile handicap.....	E. A. Deblois.....	Columbia Light Roadster
1 mile club.....	W. H. Jordan.....	Expert Columbia
Special challenge, 5 mile lap.....	H. B. Wordsworth.....	Victor
1 mile ride and run.....	Thomas Harvey.....	Columbia Light Roadster
1 mile, open.....	E. A. Deblois.....	Columbia Light Roadster
1 mile consolation.....	D. P. Williams.....	Victor

TEAM RACE.

E. A. Deblois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points. **ALL RODE COLUMBIAS.**



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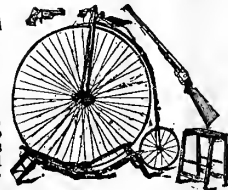
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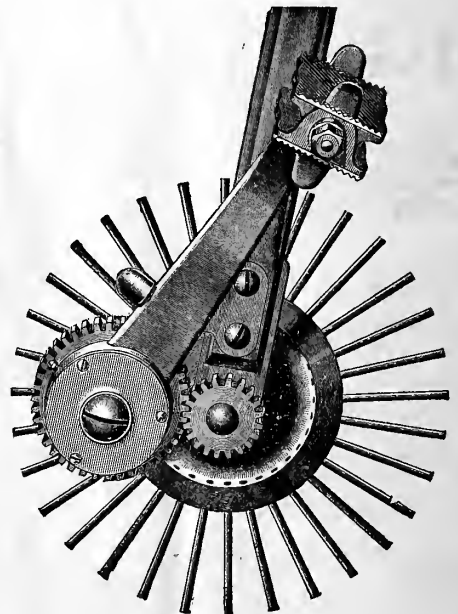
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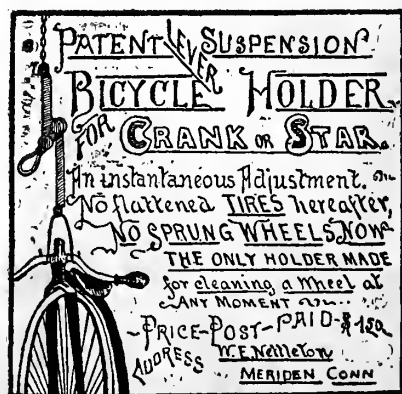
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C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 12 AUGUST, 1887.

THE *Post Dispatch* of St. Louis states that the M. A. A. C. are in danger of suit in case the demands of Mr. E. N. Sanders and Mr. Hodgen for prizes won at the games, July 30, do not meet with a favorable response. It will be remembered that these prizes were withheld because the judges deemed that too much loafing had been indulged in. We stated in last week's issue our opinion as to the strength of position taken by the judges, and at this writing have not any occasion to change our conclusions.

THE suggestion made by the *Bulletin* that the remedy to prevent loafing in handicap racing, would be to have each man beaten as soon as the men behind him passed him, is not a good one. In the first place, handicap racing as it stands, is a very good remedy itself, to prevent loafing. Handicap races are generally of the "go" kind from pistol fire until the field is bunched, then, only then can the lazy racing men indulge in much monkey business. For scratch events, class racing with a time limit tacked on, we think about the ticket.

WE reproduce an article from the London *Standard* under the heading of "Cycle Philosophy." The quietly satirical tone will not jar on the nerves of any but the super-sensitive, and the inveterate record seeker. In fact, the sketch of the ways of the scorcher so fit in with our own notions, that we could not refrain from reprinting. There is a good deal of good-natured, though well-merited criticism in the *Standard's* strictures, and we can commend it to our readers as a view of ourselves "as others see us," not colored with the jaundiced saffron of prejudice, but quietly and humorously pointing out a few of our foibles and weaknesses.

STYLUS urges the members of the new Massachusetts Club to look to it that their road record does not suffer in comparison with the old club. We believe in constant road riding, and to-day we are a living example of the benefits derived therefrom. Our enthusiasm and enjoyment in the indulgence of cycling is as keen to-day as it was in 1879. We think this long-continued interest is much due to the fact we never rode to see how many inches we cover in a given number of seconds. From what we have seen during our experience, we are satisfied that seventy-five per cent. of the men who have given up cycling have been scorchers and record-breakers. We warn all who may now happen to have the record

craze on them at this time, that they are drawing so heavily on their future stock of pleasure by over-doing in the present, that the result must inevitably be reaction, disgust, and a final abandonment of cycling. An over-working of the physique is bound to be followed by a distaste for riding. Let us ride for pleasure, never mind the miles. Some cyclist's limit is 20 miles and some 100; let us look to it that we do not overshoot the mark.

IN case Mr. Hodgen and the other contestants in the M. A. A. C. race at St. Louis, of July 30, carry their point and compel the club to give up the prizes, then the complication arises, what will be the standing of the men who were warned that their amateur status was endangered in case they raced against one of the contestants who was protested as a professional? We think Messrs. Hodgen & Co. had better have let the race go by default, sacrificed the prizes and put at rest any question as to what the L. A. W. will say in case they insist on a reversal of the undoubted wrong decision they made, in declaring the race "off." We can scarce conceive that these gentlemen value the paltry prizes more than they do their good standing as amateurs.

FIE! Gentlemen, this sounds bad; the idea of the leading exponents of cycling riding in a barouche in a cycle parade! "The parade began at 10 o'clock, headed by the Fitchburg Military Band with six horses. The Martha's Vineyard Club committee, Major Boggs, D. S., J. V. Mott and W. A. Young occupied a carriage, and with them rode Colonel Pope and Abbott Bassett."

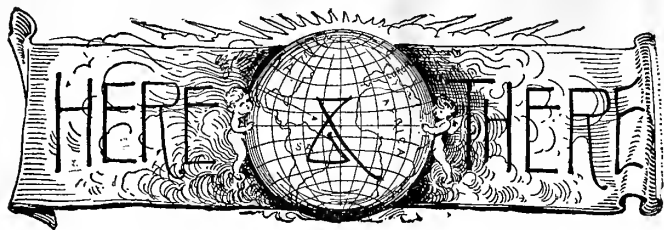
"BICYCLE racing for money prizes is a dead card in Omaha. It has been murdered by the shameless cupidity of the men who profited by it. From an Eldorado for the peripatetic pedal-pusher they have transformed the city into a mass of 200,000 cold shoulders, the coldest of which are possessed by gentlemen who admire cycling for its health-giving qualities and the innocent pleasure it bestows. The professional wheelman has had his day in Omaha."—*Chronicle*.

A NEW specialty paper has made its appearance under the title of "*Reins and Whip*." As the name implies it is a periodical devoted to the discussion of topics interesting to every one who desires to keep posted on the latest thing in carriages, the freshest news from road or track, and it also gives much space to the dog and "his kind." The work is exquisitely printed and profusely and beautifully illustrated. For those in search of news, points, and gossip on the horse, dog, or carriage question, we most certainly can recommend *Reins and Whip*, published at 702 Chestnut street, Philadelphia, Pa.

ONE of the joys of cycling in California is comprised in the fact that occasionally cyclists have to "take to the woods" in case they meet with a drove of cattle. A case in instance is mentioned by the San Francisco *Chronicle*: "As a party were gayly riding down the long grade into Smith's Creek a large band of cattle was met. There was no disputing the right of way. The wheelmen simply took to the bushes and tried to attract as little attention as possible from the passing steers. The road was narrow, with the steep bluffs on one side and the canyon on the other. A stampede of the cattle would have been disastrous to all concerned."

MR. F. H. WELLINGTON, of Somerville, Mass., recently came in collision with a horse and carriage driven by a man whose name did not reach us. Mr. Wellington has referred the matter to the League, and asked that they take legal action to recover damages to the amount of \$18, sustained in consequence of the driver's alleged carelessness. We do not quite see how this case can be classed with those of which the League should bear the expense. This is clearly a case between individuals, and as such should be settled between them only. The League should only be called on to protect the rights of wheelmen when threatened by oppressive and unconstitutional ordinances and laws.

"PEDAL and Path," is a most interesting account of a trip made by Mr. Geo. B. Thayer, of Hartford, covering a distance of 11,000 miles on the American continent. Mr. Thayer has a pleasant way of relating his experiences, and the exquisite full page illustrations are a great addition to the book—Pike's Peak; the Yosemite, Yellowstone, Salt Lake, California Geysers, Columbia River, Shoshone Falls, etc., were visited. The total cost of trip was \$284.70. The book is printed in large, clear type, and contains 242 pages. It is published by the Hartford *Evening Post* Association. As a guide book or book of travels interestingly told it is worthy of a chief place in the library of every wheelman.



NOTES BY

"LONDON, W."

NEVER, Mr. Editor, have I known cycling matters from a press man's point of view, to be so dull. There seems absolutely no topic of general interest either here or abroad. Even the English papers are a barren waste of locals, except for an occasional reviling of the racing authorities for what seems at this distance an unjust discrimination in reinstating some of the suspends and keeping others under the ban of their displeasure. We are in much the same condition on this side of the pond, and barring the discussion of road racing, there is nothing of more than passing interest. But outside of the regular cycling press I notice that there is an increased attention being paid to the improvement of roads, and it really seems as if the opportunity for an effective agitation of this vital matter had arrived.

I READ the other evening in the *Traveller* a column on the value of good roads, and in the last *Outing* Charles R. Dodge contributes an article of the same general tenor, which calls upon the League to take active steps to move in the matter. There is nothing of more importance to wheelmen, and there is nothing that would bring to wheelmen more support than this. With organized effort every horseman, every carter, every user of highways would rally to the support of wheelmen. Mr. Dodge would have the bicycle kept in the background, and the suggestion may be a good one, as a demand from wheelmen for better roads might create a prejudice on the ground that cyclers demand a better road than is consistent with general economy in public expenditure. An answer to any such feeling is that the cycle is a recognized means of locomotion, and that suitable roads for its successful and enjoyable use is but in line with the general advancement of civilization. But if Mr. Dodge is right, I am sure that wheelmen would willingly make their particular demands secondary, and would work on the broadest ground for the desirable end of better highways.

THE plan of organization is, of course, at present, obscure, but nothing can be done so long as nothing is attempted, but if our best and most interested men would but hold a preliminary meeting with such men as Dodge, Slocum, Burton W. Potter, the author of *The Road and Roadside*, and Hon. John E. Russell, to whom Mr. Potter has dedicated his book, in attendance, the matter of road improvement would be given an importance it has never had before. There is some one needed to take the initiative, and I agree with Mr. Dodge that it offers a chance for the League to make a ten strike. At once a preliminary meeting should be called to which every wheelman, every driver of horses, every livery stable keeper, and any and all persons likely to feel interested should be invited to attend. Something would result. It is true that the apathy of the League offers but little encouragement that any thing will be done, but let us hope that a better time is coming. This is not the first time the League has been asked to give a practicable illustration of its worth in this direction. I wonder if the answer will always be the same.

ST. LOUIS.

"PHENIX"

MISSOURI Club matters received their monthly shaking-up last Tuesday, and all is serene and flourishing. The club is thinking of investing its increasing surplus of cash, and the reserve membership lists swell each month. Several complimentary resolutions anent the late and oft-buried meet were read and greeted with remarks of satisfaction. The club's active membership of 100 has covered, during April, May, June and July, 19,000 miles, and the individual records are very good despite the dust and heat which has prevailed.

THE Missouri Club has it in for the tool-thief and wheel borrowing fiend. These nuisances have constantly increased in virulence until a by-law entailing expulsion is likely to be adopted.

THE tennis tournament which occurs at Chicago on the 14th will probably be attended by a few of the cracks of the Missouri Club, who hope to bring home their first trophies at the game.

You seem to doubt my statement that Tom Stevens was photographed in the very act of *leaning against a Victor bike*. Yes, poor Tom is guilty of the heinous crime. Friends only will be admitted to the place of execution.

THE racing men who indulged in a little sport at the expense of an enduring audience, at last Saturday's athletic games, are kicking vigorously because they have not received the prizes offered for the "race." I suppose the judges of the event will have to succumb, as the L. A. W. rule, which is accepted by all clubs in the N. A. A. A., does not provide against loafing.

LADISH dropped down from the city of windy booms recently. He is apparently happy as a lark and surrounded by wealth, since his departure "forever" from wheeling. He and Hart were quaffing lager and nibbling cheese sandwiches together the other day. Hart protested against his devouring too much cheese. "It will take you five hours to digest the stuff," he said. "Oh, well, I've got lots of time—'nother cheese, waiter," replied Lad.

PERCY STONE went to the Cleveland meet last night. He was feeling very tough and had ridden a mile in practice in 2.57, on the Union Grounds track. He does not think the De Soto race has injured his speed, but will keep away from the Eastern events this season, fearing a return of his Clarksville sickness. He is very anxious to have that long talked of "go" at Whittaker, and as the latter is now in Ohio, he may have the chance.

AT the division board meeting on Thursday evening, the general outline of the coming handbook was adopted. The work will now proceed, since the dollars are in sight, and a neat improvement on the division's first attempt is expected to appear by October 1. C. C. Brewster also decided upon Friday and Saturday, Sept. 30 and Oct. 1, as the dates for the division meet. As these days are included in G. A. R. week, there is lots of fun ahead.

NEW JERSEY NOTES.

"RATCHET."

I RECEIVED word when it was too late to be of use last week, that the proposed race meet at the Roseville track 6th August, would not take place, owing to a failure on the part of the directors of the New Jersey Club and Athletic Association to make suitable terms with the ball people, the latter being too near-sighted to be able to see that two branches of sport would draw better than one. The association's members, however, immediately bestirred themselves and arranged for a first-class tournament, which will be held Saturday, 20 August, and have received assurances from first-rate professional riders that they will be present and help make the affair a success. The programme has been carefully arranged with a view to pleasing all, and will comprise twelve races, as follows: One-mile novice; two-mile dash; one-mile club championship, Bloomfield Cyclers; two-mile handicap (six minute limit); one-mile professional handicap; one-mile tandem tricycle; one-mile handicap; one-mile club championship (to be filled); one-mile open, lap; one-mile club championship, New Jersey Wheelmen; two-mile professional handicap; one-mile consolation. First and second prizes will be given in each event excepting the professional races, in which \$25 in cash will be the only prize. Fred A. Kinch, Jr., will be referee; E. W. Johnson, R. M. Sanger, G. D. Brown, and J. H. Cooley, judges. The timers will be J. Warren Smith, E. E. Sargeant, and L. H. Johnson; Elliot Mason will be the starter. An elegant programme is being prepared by L. J. Hardham. Trains on the Bloomfield branch of the M. and E. R. R. will stop at the track. Rowe, McCurdy, Neilson, Crocker, and Hollingsworth have signified their intention to be present. Of the host of amateurs Rich, Crist, Stenken, Lamb, Van Wagoner, Wilhelm, Powers, and others will be on hand.

KIRK SUTPHEN and Herbert E. Ward, who were off on a bicycle tour through New York State and the Berkshire mountains, have returned to their homes in Newark, and express themselves as well pleased with their outing.

RANDOLPH RODMAN and H. B. Thomas, both of the Orange Wanderers, started 5 August for a long jaunt a-wheel. They go to Newport by boat, and from there their bicycles will carry them to Boston, Worcester and other Eastern cities.

W. A. DRABBLE and Samuel Drabble, of the Atalanta Wheelmen, with F. C. Dey, C. Edwards, W. Clinton, J. M. Keen and H. Somers, are at the Portland Hotel, Atlantic Highlands, with the yachts *Surprise* and *Sea Gull*, and are having a high-gelorious time.

I AM inclined to the belief that if Geo. E. Blackham waits until the fear of disqualification for membership in the L. A. W., causes the Road Racing Associations to disband, he will live to see another

centennial of this great and glorious land of the "spread eagle." No, Mr. B., let the L. A. W. keep its hands off, and allow the boys to enjoy themselves in their own way. Let the authorities of the cities or towns in which such racing is done, be the ones to decide as to whether it is legal or not. It is no matter in which the L. A. W. has any right to mix. Here in Jersey the boys can always come, and they will not only get permission to decide their races on the Irvington-Milburn course, but our jolly sheriff, Billy Brown, will at any time "swear in" special deputies to prevent the riders from being annoyed. How does that strike the "sore-heads?" ["Vote for Brown."—Ed.]

THE Atalanta Wheelmen of Newark have for the present abandoned their idea of building a club house, and have secured two commodious rooms in the North Ward Bank building, 445, 447 Broad street, nearly opposite the M. and E. Railroad depot. The rooms will be fitted up in sumptuous style, as the club is not accustomed to doing things by halves. So far this season, four members of the club have earned the title of "Centurians," and more are going in for the same title. During July the club mileage was lower than during any previous month this season, but this was to be expected from the manner in which the mercury climbed up the hill. The total was 471 1-2 miles, J. W. Tichenor heading the list with 134, E. M. Halsey being next highest with 116. W. F. Codrington, the efficient Secretary of the club has resigned his position and severed his connection with the club, and C. G. Halsey was elected to fill the vacancy. The club will take possession of its new quarters 15 August. The club meets the first Wednesday evening in each month and the Executive Committee the last Wednesday evening.

RECORD OF THE WEEK.

EHLERT wins the second of the series of races between himself and Van Sicklen. The distance was ten miles, and the time 32.12. For half the distance the men rode close together, and at this point Van Sicklen's saddle became loose, necessitating a stop to fasten. In the mean time Ehlert put in his best licks, and managed to gain a lap. Again in the seventh mile the saddle on Van's machine got loose, and so the veteran ran the remaining distance on a roadster. Notwithstanding this dual disaster, Ehlert won the race by only a lap. The final race of the series will be run to-morrow, Saturday, August 13, distance 20 miles.

READERS will please take notice that the date of the Millville, N. J., race meet is changed from September 1st to August 30th.

IN our next issue we hope to give the particulars of the proposed tournament to be held at Hartford September 7th and 8th.

KIRK MONROE, whose name is so familiar to all who indulge in the sport of canoeing or cycling, is at present sojourning in Cambridge, Mass.

IN consequence of the terrible drouth in England, that best of all known roads, the Ripley, is described as being no better than a sea beach.

WE hear that W. Harradon, the boy wonder, will try for the century road record, choosing the road between Springfield and Boston as his course.

NOTHING like a world-wide fame. We received a newspaper from foreign parts the other day addressed to us at "No. 12 Pearl St., U. S. America."

YES, Mr. Philadelphia *Item*, we keep our eye on your very interesting wheel column, and have to thank you for many interesting local squibs taken therefrom.

THE Pennsylvania Bicycle Club are settled in their new domicile, and are now ready and anxious to show it off to any visiting wheelmen that may chance that way.

ROWE and Crocker, the Columbia team, and Rhodes and Neilson, the Victor team, are at Cleveland this week. From thence the "big 4" will go to Roseville and Worcester.

FIVE watches were held on Temple on the occasion of his making the world's record of 33 1-2 seconds for the quarter-mile, to make sure the two slowest times were taken.

F. J. OSMOND recently made an effort to get inside the English Amateur record for five miles. He missed beating Hillier's time, which is the best, by only 2-5 of a second.

WE are in receipt of a communication from Messrs. S. T. Clark & Co. of Baltimore as follows: "A party offered us to-day an American Safety (Gormully & Jeffery Mfg. Co.) for \$15.00, and under circumstances that made us think it was stolen property. We communicated with the police who have agreed to hold him till the 10th

inst. Please note this in next issue of the WORLD, and request any one who may have lost such a wheel to send description to us at once."

THE Jubilee Life Boat fund being raised in England, has assumed the generous proportions of some £461. It will require about £40 more before the order for the boat can be given.

SEPTEMBER the 3d and 5th will probably be the dates fixed for the tournament on the Lynn track this year. This meet will not be laid out on the generous lines of last year, but it will be none the less interesting for this fact.

THE hotels at Martha's Vineyard have been crowded to excess during the past week or so. Cots have been at a premium, and lucky were the late comers who could even get one of these during the rush of the meet last week.

THE Newton Club will probably enter E. L. Martin, W. H. Baker and W. K. Corey in the Eastern Road Club race next month. This selection being the result of the club race held a week ago, in which the men named above finished in order mentioned.

As the days roll by and no response comes from Howell as to whether he will beard our Billy in his den, the chances of the big man's coming grow slimmer. Howell will want at least six weeks' training in this country, before he will be acclimated sufficiently to race.

THE C. T. C. *Gazette* very savagely announces the fact that the C. T. C. will prosecute any one who steals its (?) design adopted as a trade mark and badge. For cool effrontery this burst of vigorous warning to the evil doer, takes the bakery.

GEO. W. NELLIS is reported as having arrived at San Francisco. He is said to have lost twenty-three pounds in weight during the ride. He had to average fifty miles a day in order to cover the distance made. Fifteen days were lost on account of bad weather.

S. T. CLARK & Co., of Baltimore, Md., write us as follows: "There has been stolen from Mr. Lawrence Cherry, of Baltimore, a 56-inch New Rapid Light Roadster, Lillibridge saddle, T-handles, standard finish, No. 3629, nearly new. Please mention and ask parties to communicate with us."

ALTHOUGH the race between Van Sicklen and Ehlert last Saturday was unsatisfactory in the result, because of the slipping of the former's saddle, yet the feeling is undoubtedly strong that Ehlert is the best man, and that the result would not have been different even if the saddle had held firm.

THE idea of a cinder path from Philadelphia to New York has evoked the ridicule of the Philadelphia press. The *Item* says: "The idea at present appears, to say the least of it, extremely visionary, because if such a track were laid, how would it be kept in condition, and who would pay the piper?"

THE amount to be expended on prizes at the great international tournament in Berlin, September 4th and 5th, will be about \$300. This does not sound very large as compared with amounts expended at the big American and English events. It must be remembered, however, that the return in Germany for \$300 spent is much larger than it would be in America.

IT seems from the St. Louis *Spectator* that some members of the Missouri Club have got themselves into hot water by indulging in the bad habit of borrowing other men's machines without asking leave. The rule of the club is expulsion for violation of this law of etiquette, and several very prominent men are now shivering in their shoes because of the dire result they see inevitable. An example or two made will, no doubt, make the balance of the club men a bit more "keerful" to see that the wheel they ride is their own.

GOOD bye "New York Park Commissioner" Crimmins, farewell; and may the prayers of all good cyclists be kept away from you. You have been a bitter opponent to the wheelmen of your State and city, but, Mr. Crimmins, they downed you in a big fight; we were going to say "fair" fight, but we changed the adverb to an adjective. All we hope, Mr. Crimmins, is that your place on the Board will be filled by a gentleman whose appreciation of the fitness of things, and whose broadness of ideas will be in exact and extreme opposition to your narrow views.

THIS may be a "we(e)akly chestnut," as a facetious contemporary asserts, but it is nevertheless an interesting fact which we clip from the *Evening Wisconsin* of Milwaukee: "The American Aluminum Company, with a capital stock of \$1,000,000, was incorporated this afternoon by Henry Mann, D. J. Whittemore, A. J. Jacobs, George P. Miller, H. E. Jacobs, Christian Wahl, and H. F. Whitcomb. The company proposes to reduce aluminum from clay and other bases, and to manufacture the metal into articles of commerce. The

process which will be used is the invention of Prof. A. J. Rogers, of the Milwaukee High School, and was patented in April, 1884. The clay is reduced partly by electrolysis, but the details of the process are secret. The present price of aluminum is about \$15 per pound, but by this process it is hoped to reduce the cost of its production to a point where it will compete with iron. The company will proceed at once to erect an experimental plant in this city, but it is probable that their permanent manufactory will be located at some point on the Fox River, owing to the abundant water power there." We do not know of any point in manufacturing of greater interest to cyclists than the possibility of being able to produce aluminum at a cost approximating that of steel.

CYCLING matters in this country seem to be in a very somnolent condition. Things abroad are also very quiet, still this little breeze from *Sporting Life* commenting on the National Cyclists Union shows that the element that's "agin the Gov'ment" is not absolutely dead: "The Union, or what remains of a once numerically powerful association, will do well, in homely phrase, to 'mind its own business.' When its executive shows any capacity for managing amateur racing it may possibly be thought of as a ruler of the professional side of the sport. At present there is no such display. Besides this, there are the interests of road riders sadly in need of the Union's attention, and a large proportion of the now almost trifling membership would deeply resent an extension of the association's racing scope." All this because the Union intends to take a hand in running the professionals.

MORGAN is quoted in an interview as saying: "Commercially America is the great marvel of the world; politically, I don't think much of her. * * * Commercially, give me America; for justice give me England." Now on the question as to the condition of Woodside's stomach, or whether the vermiform motion of Temple's abdomen is normal or not, we accept Morgan's opinion as of value, but when it comes to interviewing the "Senator" on the political aspect of the sky in America, as compared with England, we are somewhat rattled. We are now daily looking for an interview with Mr. Blaine, in which he will knowingly give the prying newspaper scribe points on how McCurdy can "do" Rowe from scratch, and that Rhodes and Neilson are N. G. on the road. The Maine statesman might also confide the intelligence that Mr. Bassett had been frantically championing the abolishment of the amateur rule, and London W. wears black tights when out riding. Surely if the Senator can interview on politics, Mr. Blaine can give points on cycling affairs.

REFERRING to the recent assault on the Ripley road in which Mr. Curnick was made to shell out a fine and costs for attempting to run down a tandem, an English paper makes the following savage attack on cyclists. The writer also wilfully and maliciously misstates the facts of the case: "Somehow we don't like cycling. It irresistibly associates itself in our mind with lumpy knees, splay feet, shoddy uniforms, and a general odor of counter-jumperism out for a Sunday. Nor are the ways of those who cycle dear to us. We abominate their 'ting-ting' as they try to startle foot-passengers in our sweet country lanes, or think it fine to dash past frightened old women in our suburban streets at a pace which, if the wheels had a horse in front, would be described on the charge-sheet as furious driving. Wherefore it is harder for us to understand the recent heavy fine imposed on Mr. Curnick, a good all-round sportsman by the way, who, being driven by a lady, whose carriage was molested by cads on castors, climbed solemnly down, and in default of finding one man who would stand up to him, administered a well-deserved collective hiding to the crowd. Good old Curnick."

THE Bloomfield, N. J., *Citizen* thus deals with the momentous sidewalk question: "The bicycle is a rapid machine for locomotion. It moves as fast as the horse, sometimes faster. It moves noiselessly, giving little warning of its approach. When propelled rapidly it is dangerous to life and limb. Serious accidents have been known to happen from collisions with children upon the sidewalks. Has it any business there at all? The road is the place for vehicles. No one would think of running a bicycle over the sidewalks in a crowded city. Why then in the country? Are ladies better able to go into the streets to escape collision with the "machines" of able-bodied young men? Do these same young men wish their mothers and sisters to clear the way for them, when they are so fortunate as to see them at all? To ask such questions is to answer them. The sidewalks are no place for bicycles, and gentlemen will have too much consideration for their neighbors to permit them to yield the walks for their enjoyment. Besides, in most places, it is unnecessary. Hard roads furnish a much better place for the riding of bicycles than the sidewalks, which are continually broken in upon by crosswalks. There are, no doubt, exceptions to this rule, where unusually bad roads make the use of sidewalks a great convenience, but in any case they should be used sparingly."

MASS. DIV. MEET AT COTTAGE CITY.

LAST week Wednesday evening saw the boat from Woods Holl to Martha's Vineyard filled with cyclists, the vanguard of the crowd of merry wheelmen who were expected to make their headquarters at the popular seaside resort for three days. Massachusetts, Rhode Island and the other New England States were well represented, but the crowd expected was in excess of those who actually attended. Wednesday evening was spent by the visitors in various ways, and the young ladies of the Vineyard were fully alive to the fact that a goodly number of "fellows" had come to make things pleasant for them. The first thing Thursday morning was

THE BUSINESS MEETING,

which was held at the Town Hall. At about 10.30 Chief Consul Hayes called the meeting to order, and Mr. C. Howard, of the Boston Club, was chosen Secretary *pro tem*. A unanimous vote of thanks was passed to the Martha's Vineyard Club and the inhabitants of that town for the hospitalities extended. It seemed to be the universal sentiment of the Division that every effort be put forth looking toward the improvement of the roads. The election to fill the office of Secretary-Treasurer resulted in Mr. Sanford Lawton of Springfield being chosen. C. C. Hayes reported that throughout the State there seemed to be a general disposition to comply with the "guide board law," and a vote of thanks was passed to Mr. Perkins for work done in the Legislature toward getting the law passed. The report on membership showed that

MASSACHUSETTS HAS 1219 MEMBERS

at the present time. The treasurer's report showed an expenditure of \$600 during the past year, and a balance still in the treasury of \$900. The State committees appointed for the coming year is as follows: Rights and Privileges, Charles E. Pratt, W. S. Slocum, and J. S. Dean, Boston. Finance, J. Fred Adams, Haverhill; F. P. Kendall, J. H. Grimes, Somerville; W. G. Kendall and A. D. Peck, Jr., Boston. Rules and Regulations, W. H. Emery, Roxbury; C. S. Howard, Boston; W. M. Farrington, Boston. After the meeting the cyclists, the numbers of whom had been augmented by new arrivals, "excursioned," "bluffed," and ate clams at Katama to their heart's content. In the evening the band gave a fine concert which was partially interfered with by the electric lights refusing to work for a period of about twenty minutes. Of course,

FRIDAY WAS THE BIG DAY,

and from early morning to late at night they were kept on the jump. Fog clouds during the morning tempered the air so that paraders and spectators did not scorch as might have been the case. Some 5000 people witnessed the parade, in which every known machine in the United States was represented. Hosmer and Ross on the rowing tricycle attracted great attention. I said every machine was represented; I should say almost every one, that conspicuous for its absence was the Boston Club Singer six-in-hand. What the parade lacked in numbers it made up in quality. The races in the afternoon were round Ocean Park, three laps to the mile. The track was not conducive to fast time. At half past four the novice race was started, and resulted in F. A. Debarre winning in 4.41, and E. A. Phemister 5 seconds later.

The rowing tricycle heat race, distance one-third mile, between Hosmer and Ross, resulted in first heat being won by Ross in 1.52. The second heat was won by Hosmer in 1.52 1-2; the third heat by Ross in 1.51 3-4. This race caused a good deal of interest from its novelty, and the reputation of the men engaged in it.

In the one-mile open race another novelty was offered in the fact that J. F. Midgeley rode a Springfield roadster, the first time the machine ever appeared on the track. The result was in favor of Midgeley as follows: Time—Midgeley, 4.29 1-2; Brigham, 4.31; Woodman, 4.33.

The tricycle race which followed was quite tame, only two competitors, A. C. Getchell and E. L. Hutchins competing. Hutchins played with Getchell and won as he liked in 5.43 1-4.

The last race was a one-mile handicap, and it proved a good one. J. F. Midgeley scratch, C. G. Brigham and F. A. Delabarre 50 yards start and F. H. McKee 75 yards. Midgeley again pushed his Springfield front managing to cross the line first in 4.23 1-2, Delabarre second in 4.23. The races occupied exactly fifty-five minutes, and were completed without any accident. The prizes were on exhibition in the window of Macy's Japanese store. The winner in the one-mile novice got a magnificent Japanese Imari incense jar; the second prize was a mirror, bronze mounted. The first prize for the one mile open race was an Inoye pitcher, the second was a Kaga ewer. The first tricycle prize was a Kaga dragon-handled pitcher. The second prize was a pair of Sinji vases. The one-mile handicap prize was a membership ticket to the Martha's Vineyard Club and the gold badge of the Club. The second was a Satsuma vase.

COVENTRY MACHINISTS' CO., LIMITED.

TWO MORE RECORDS

FOR THE

"MARLBORO' CLUB."

At Coventry, on Wednesday evening, in windy weather, Mr. F. W. ALLARD

LOWERED THE 1-4 AND 1-2 MILE TRICYCLE RECORDS.

Quarter-mile, 40 2-5s.; Half-mile, 1m. 22s.

On a "Marlboro' Club," Undoubtedly the Fastest Machine Ever Made.

AT VIENNA, JUNE 10th,

The Tricycling Championship of Austria was Won by A. Sild on

A Marlboro' Club.

239 Columbus Avenue, - - - - Boston, Mass.

New York, PECK & SNYDER, 126 Nassau Street.

Brooklyn, CHAS. SCHWALBACK, Prospect Park Plaza.

HA! HA!

Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

PEORIA, ILL., July 15th, 1887.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nickeled Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Rudges, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerous. The fact that we have 21 Columbias on our second hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.

Yours Truly

GEO. W. ROUSE & SON.

HORNELLVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. CO.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,

W. B. KERNAN.

BUFFALO, July 14, 1887.

MESSRS. GORMULLY & JEFFERY MFG. CO.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.

Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.

Yours Truly,

JAMES H. ISHAM.

If you want a Cycle that is reliable, easy running and honestly constructed send for our Catalog.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, - - ILL.

N. B. We also manufacture a complete line of sundries, embracing oils enamels, lamps, bells, shoes, jersey breeches and four celebrated hammock saddles.

At 9 P. M. on Friday the local club gave

A GRAND RECEPTION

to the visitors at the Sea View house. It was a jam, scarcely moving room, but all were good natured and seemed to enjoy being crushed. The prizes were presented to the successful contestants in the afternoon races. It was midnight before the last guest departed well pleased with the generous hospitality of the Martha's Vineyard Bicycle Club.

Saturday forenoon the visitors were excursed on a steamer through the sound; this proved one of the most delightful features of the meet. Base ball, driving and attending a reception given by Dr. Tucker made the afternoon of Friday pass only too quickly.

The dance at the Sea View House brought the formal programme to an end; though the meet is at an end many cyclists will stay over indefinitely to enjoy the cool breeze and pleasant society of Cottage City. There was only one regret expressed and that was, that the cyclists could not have a perpetual meet and the Martha's Vineyard Club men for permanent hosts.

NEW YORK STATE DIVISION MEET.

To the Members of the New York State Division, L. A. W.: The annual meet of the division will be held at Cooperstown, September 23 and 24. The general business meeting of the division will be called at 2 P. M., September 23. The board of officers' meeting will be at 8 P. M. on the same day.

The headquarters of the division will be at the Hotel Fenimore, where the meetings will be held. It is not intended that this shall be a formal affair, with a duly prescribed programme of entertainment, but an informal gathering of our members, each to enjoy himself as his taste may dictate.

Cooperstown is beautifully situated on the southern end of Otsego Lake, being bounded on one side by its shores, and on the other by its outlet, the Susquehanna River. The lake extends in a direction from north-northeast to south-southeast, about nine miles, and varies in width from three-quarters to a mile and a half. It has many bays and points; the first are graceful and sweeping, and the last low and wooded; they contribute largely to the country. The shores are generally high, though greatly varied. On the eastern side extends a range of mountains, that vary in height from 400 to 600 feet. A road along the side of the lake is peculiarly pleasant, and travellers call it one of the most strikingly picturesque roads within their knowledge. The western side of the lake is also high. The facilities for navigation on Otsego Lake are manifold. Besides the trim little steamers, the "Natty Bumppo" and the "Pioneer," which ply regularly up and down the lake, there are neat little steam launches, the "Gem" and "Glimmerglass," always at the service of private parties, also fleets of row boats and sailing yachts, lying at the village docks at the service of pleasure seekers.

A series of delightful runs can be taken about Cooperstown, each possessing a peculiar charm. Among them may be mentioned the following:

Up the west side of the lake, to the first road on the left, take that and each succeeding left hand road, until you re-enter the village. Distance about eight miles.

Up the west side of the lake till you reach the second road, and then on through Pierstown, until you reach the first road running towards the lake; that terminates at a five-mile point. Then south along the lake until you re-enter the village, a distance of about eleven miles.

Up the east side of the lake about three miles, take the road leading across the mountain, which affords some of the finest views of the lake. Turn to the right when you reach the valley beyond, and return to the Fenimore by the "Vision" road, a distance of about nine miles.

Down the river road on the west side about three miles. Cross the valley by the first road, Phoenix Mills Bridge, and return to the village by the road on the east side of the river, or continue down the river about six miles from the Fenimore to the Clinton factory and cross there.

Down the river road to the first road on the right, take that through Toddsville, and return to the village by taking either a road over the hills two turns to the right, or turn to the left and come back by the river road, the latter about seven miles, and the former about eight miles.

Down the river road to the road below Hartwick Seminary, turn to the right, and at the top of the hill, you reach two beautiful little lakes. The view from this point is very fine.

Down the river road about three miles, turn to your right, and on to Hartwick Village, a distance of about nine miles from the Fenimore. Cross either bridge at the village into Middlefield, turn south and then ride around the Beaver meadow, going on one side

of the hill, and returning on the other, a distance of about seven miles.

The run to Wykoff Tower, on Mount Otsego, about eight miles north of the Fenimore affords one of the best and most extensive views of the State.

Hooker Mountain is ten miles south, and rivals Mount Otsego in variety and extent of prospect. Many of the prominent peaks of the Catskills can be seen on a clear day. In going take the road through Westville, and return by the gulf, on the direct road to Schenectus.

Moose Hill, near the line of Middlefield and Westford, about eight miles southeast of the Fenimore, affords an extensive view of a beautiful section of the country.

In riding to Richfield springs it is well to go by way of the lake to five-mile point, and over the hills to that noted resort, or through Pierstown and over Mount Otsego, and return by way of Schuyler's lake.

In riding to Cherry Valley, those who do not know the roads to that historic village, will do well to follow the telegraph wires leading there, or drive to the head of the lake, then turn to the right and on about four miles to the village, a distance by this route of about fifteen miles.

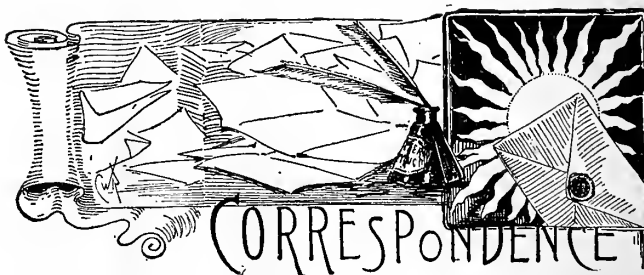
A run around the lake, a distance of about twenty miles, is one of the most pleasant.

The run to Sharon Spring by way of Cherry Valley is about twenty-three miles.

It will be readily seen that members of the Division, fortunate enough to attend the "Meet," can enjoy two days of delightful touring over excellent roads, with scenery unsurpassed, not to mention the pleasant little trips on the lake, rowing, yachting, and fishing.

I trust that all the members of the Division will make an effort to attend this annual meeting, at least one day, and I will guarantee that they will be amply repaid for the trouble. Hotel and transportation rates will be published in the next issue of the *Bulletin*, in the mean time any members desiring information not contained in this announcement, will please write to the undersigned, who will take pleasure in answering questions, or in giving any information that may be desired.

GEO. R. BIDWELL,
Chief Consul.



MAP MEASURERS.

Editor Bicycling World:—In the last number (27th July) of the *Cyclist* I notice an illustrated description of an instrument which strikes me as being the simplest and most satisfactory map measurer yet devised. It is evidently inexpensive, and if it could be procured in this country should have a large sale. What American instrument maker is there with pluck enough to make it for our market?

LOG BOOK.

[We think so well of this little contrivance that we take the description mentioned above and reproduce same.—Ed.]

"We have received from W. Morgan, 21 Cannon street, Birmingham, specimens of his newly-introduced Universal Map, Chart or Plan Measurer, which is illustrated above in its simplest form, and measures correctly to any scale on any map without calculation or alteration. The principle of the measurer is that of a screw, a small wheel running upon a worm cut on a bar held in a fork. All maps, as our readers know, are drawn to scale, and the scale is usually given at the foot of the map. In order to ascertain the distance one has travelled all that has to be done is to run the wheel over the route travelled, this having the effect of running it up the screw. Then removing the measurer to the scale, it is revolved in the opposite direction, and the distances read off until the wheel gets back to its starting point, when, of course it stops, and the rider knows the distance he has read upon the scale will exactly correspond to that over which the instrument was passed upon the map. The instrument is small, neat and handy, and is sold in two forms; one, as illustrated above, at 1s. 6d., and another, with a small mariner's compass fitted in the triangle, at 2s. 6d. Both are silver plated, and fitted as watch pendants, and will be found very useful to cyclists and other tourists at all times."

TEMPLE AND WOODSIDE WIN.

At Budlington, England, August 1st, Ralph Temple won the one-mile professional handicap race; Morgan was second and Woodside third. Our advices do not state who the starters were. In the five-mile international race, Woodside won in 14m. 50 3-4s. Names of contestants in this race also omitted from our advices.

UNICYCLE RECORD.

At Indianapolis, August 6th, Prince Wells lowered the unicycle track record for ten miles to 59m. 45s. The ten mile was made without a dismount, and was made on the grounds of the Athletic Club. This same rider now holds the ten-mile track and ten-mile road record for the unicycle. His road record is that made at New Orleans in 1h. 25m.

WOODSIDE TAKES SOME RECORDS.

At Long Eaton July 21st, Woodside managed to put the from six to ten mile English professional records as follows:

	M.	S.
6	-	*17 12
7	-	*20 0 2-5
8	-	*22 58
9	-	*25 47
10	-	*28 34 2-5

*Record for English professional.

THE FIFTY-MILE ROAD CHAMPIONSHIP OF SCOTLAND.

On Tuesday, July 19th, the 50-mile amateur Scottish championship road race was run from the third to the twenty-eighth mile stone on the Broughton road, near Edinboro', and back again. Four started, and finished in the following order:—D. Cleland, Edinburgh Northern C. C. (1)—time 3h. 37m. 18s.; A. Hutton, Jr., Edinburgh Northern C. C. (2)—time 3h. 39m. 33s.; J. M. Inglis, Watson's College C. C. (3)—time 3h. 42m. 13s.; James Lennox, Dumfries C. C. (4). Cleland and Inglis were both thrown on their return trip. The former at once remounted and delay was very short. Inglis, however, smashed his machine so badly and delay was so long before he could get another, that his chances were knocked in the head. The road was in fine shape, but a heavy wind was against them for part of the route.

ONE-MILE BICYCLE AND FIVE-MILE TRICYCLE SCOT-TISH CHAMPIONSHIPS.

On Thursday, 21st July, the following championships were run, with results as follows. We take the summary from the *Cyclist* of July 27:

One-mile Bicycle Championship of Scotland (standard time, 2m. 52s.)—W. H. Wilson, Edinburgh Northern C. C. (1); James Ker, Edinburgh Northern C. C. (o); Thomas Lamb, Edinburgh Northern C. C. (o); W. B. Brechin, Edinburgh Northern C. C. (o); R. A. Munro, Postal C. C. (o). Wilson led all the way, and won by ten yards from Ker, who passed Lamb about the same distance from winning post. Time, 3m. 5 1-5s.

Five-mile Tricycle Championship of Scotland (standard time, 16m. 30s.)—D. Cleland, Edinburgh Northern C. C., was the only starter, Inglis not having a machine to ride, his own being broken on Tuesday night, and not repaired. Time, 18m. 49s.

The track was loose and dangerous, but luckily no accidents happened.

TRANSPORTATION NOTICE.

The Central Vermont Railroad Company have issued the following special notice to its station agents and baggage-masters: Bicycles will be received and forwarded in baggage cars at the rate of 50 cents each bicycle, for any distance under fifty miles, and for longer distance, at the rate of 1-cent per mile in addition to the 50 cents for the first fifty miles. When tricycles are offered for transportation, you will refer party presenting same to the express companies or freight department. Tricycles should never be received for transportation in baggage cars.

Through the efforts of Chas. A. Sheehan, Secretary of the Manhattan Bicycle Club, N. Y. city, the Iron Steamboat Co. of New have been induced to remove the tariff heretofore charged for carrying bicycles on their steamers. Therefore from this date wheels will be carried free on steamers, on their Long Branch and Coney Island routes, continuing through the season of 1887.

CHIEF CONSUL HAYES had a very handsome badge presented to him by the Martha's Vineyard Club, on the occasion of his election to honorary membership of that organization. It is in the form of a Maltese cross, and is made of gold and black enamel.

THE Fort Schuyler Wheelmen, of Utica, N. Y., held a successful tournament at the Richfield Spring driving park last Wednesday, too late in the week for us to give results in this issue. We are sorry we could not accept the kind invitation of Secretary White to be present.

At a special meeting of the Dorchester Bicycle Club Tuesday evening, B. W. Gould was elected Captain to succeed Captain Wallburg; A. Benson was appointed First Lieutenant, and W. Clapp Second Lieutenant. It was decided to call another "scorchers" run next week, to select the third man and two substitutes to represent the club, together with Doane and Benson, in the coming Eastern Club road race.

For the racing man who wishes to keep posted we commend the pamphlet giving a complete list of the bicycle and tricycle championships run in Great Britain and Europe during the year 1886, and the names of the winners thereof. The compiler and publisher in Mr. John Alban Randolph, C. T. C. consul at Ghent. The list includes not only national championships, but club and local centre championships, and embraces all those held in Great Britain and Ireland, France, Germany, Austro-Hungary, Italy, Holland, Belgium, Spain, Norway and Switzerland. It is most complete, and will be found useful as a reference book, the information being tabulated to show track, distance, title of race, winner, time, winning machine and date.

RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

- No. 365,074. Velocipede, T. B. Jeffery, Ravenswood, Ill.
- No. 365,091. Velocipede, F. D. Owen, Washington, D. C.
- No. 365,377. Tricycle, P. Gendron, Toledo, O.
- No. 365,488. Velocipede, Geo. M. Pavell, Newfield, N. J. A tricycle.
- No. 365,702. Velocipede, H. M. Pope, Hartford, Conn., assignor to Pope Mfg. Co. A tricycle.
- No. 366,045 and 366,046. Velocipede, J. R. Trizwell, Brixton, Eng. A bicycle.
- No. 366,218. Velocipede, T. H. Jeffery, Chicago, Ill. Bicycle head, handle-bar and handles.
- No. 366,279. Treadle for bicycles, R. T. Torkelson, Worcester, assignor to Springfield Bicycle Mfg. Co.
- No. 366,287 and 366,288. Bicycle, and clutch mechanism for the same, J. L. Yost and J. B. McCune, Worcester, Mass., assignor to Springfield Bicycle Mfg. Co.
- No. 366,638. Velocipede, J. W. Smallman, Nuneaton, Eng.
- No. 366,690. Bicycle, Chas. J. Schoening, Chicago, Ill.
- No. 366,703. Velocipede, H. Thresher, London, Eng., assignor to A. H. Overman, Boston.
- No. 366,775. Velocipede handle, T. B. Jeffery, Chicago, Ill.
- No. 367,025. Velocipede, Daeiel Crowley, Boston, Mass. A tricycle.
- No. 367,049. Steering device for bicycles, C. S. Leddell, Wenhams, N. J.
- No. 367,115. Velocipede, C. A. E. T. Palmer, Birmingham, Eng.
- No. 367,293. Driving gear for bicycles, Otto Hanser, Rockville, Conn.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

CYCLE PHILOSOPHY.

WITH each invention that is born into the world comes, if not a new philosophy, yet great extension of the old, enabling us to see a new side of the old things—as frugal ladies do when they "turn" their gowns, and as clergymen do when they put a new text to the old sermon. Thus, the invention of the railway threw quite a new light upon man as a hurrying animal, and gave rise to a whole body of train philosophy, including the science of bolting your breakfast to catch the 8.15, and some hitherto unknown laws as to the unlimited compressibility of human beings into infinitesimal spaces; while the introduction of the penny post enabled us to observe man's full development as a bore. Similarly the introduction of the cycle helps to take a fresh view of each other, and is, there-

fore, welcome to all thinking men, though they may not know a hollow fork from a ball-bearing. In the first place it is worthy of note that the mounting of a cycle of any description, from the lowest "trike" to the loftiest Coventry, gives a man a new and flattering view of himself. He feels himself to be a nice medium between the

TOO HAUGHTY HORSEMAN

and the too free and easy walker. It gives him the advantage of something to think about. Too many people we meet wander aimlessly about space, with vacant countenances, in their leisure moments. Not so the cyclist. We have all observed the intense and careworn expression on the face of the penny steamboat captain, and of the drivers of vehicles of all kinds, from omnibuses to pony traps; but this is as nothing to the terrible sense of responsibility visible on the cyclist's countenance. He might be running an American liner at full speed through a Newfoundland fog, and not look to have more on his shoulders. This intense seriousness gives tone to the whole cyclist. He evidently feels that in riding a cycle some of the most intricate problems of human existence are involved, and comports himself with corresponding dignity. Why he should take his position so very much to heart is not at first quite clear to the lay mind. It cannot be that he sets those teeth and knits those brows simply because he is afraid of falling off, for even on the lowest tricycle he looks equally Napoleonic; nor hardly can it be that he humanely fears to immolate the other traffic of creation. The real reason lies in the art of cycling itself. *Atra cura* always sits behind the iron horseman or woman: The carking anxiety to cover the ground.

MAN AS A CYCLING ANIMAL

is, curiously enough, always racing, if not with another cyclist, then against time. The ardent youth Jones, as he bowls along on his five-footer to Brighton, remembers to a second the previous "records" made, and means to beat them, or perish of shandy-gaff in the attempt. Middle-aged Mr. Green, though "records" are out of his reach, yet has the private boasts of his friend Brown ever present to his mind, and determines that, if Brown went from Holloway to St. Albans and back between lunch and tea without turning a hair, he will do the same between tea and supper without winking an eye. Even ladies are infected with the same noble emulation, and whether running alone or in double harness, carol of nothing but time and distances. One of the advantages of cycling, therefore, is to induce a sober and mathematical state of mind. This peculiar preoccupation of mind tinges all

THE CYCLIST'S VIEWS OF NATURE,

so that, when you ask where he has been on his cycle, you get for reply an entirely novel body of geographical information. He has been down in the Essex Marshes, he tells you—most attractive district—lovely bit of road all the way—level as a pancake—do your twelve or fifteen miles an hour easy. Or he has been having a week in Derbyshire, and is thoroughly disgusted—country all hills and valleys, where you are obliged to keep on getting off, and losing ever so much time. Surrey is ruined, now that it has been newly macadamed; and Lincolnshire is simply ravishing, now that the hot weather has dried up the mud. The cyclist takes quite a new view of nature, he worships her in the flat. To hear him talk is a splendid lesson to you in the old art of "seeing and not seeing." He can tell you the gradient of Regent Street; you never knew it had one before. He can tell you which highway boards deserve Jubilee honors, and which deserved to be hanged; all news to you. He knows a "beautiful stretch" where you can positively run down with your feet up for three miles; but you don't. He knows exactly

WHERE IT IS DUST AND WHERE IT IS STONES,

all the way down to Windsor; but you are blankly ignorant of that, even if you have travelled the road, for your eyes have been wandering aimlessly among trees and fields and "all that." Finally he will quite crush your imagination with the rate at which he "sees" everything. One quiet country spot is good enough for you for one afternoon, but the genuine cyclist will "see" half a county in half an hour. For rapid views of nature he beats the instantaneous photograph hollow.

Cycling, again, gives a man a new view of his fellow-men. He who has been accustomed only to walk on the pavement, or be horse-conveyed in the railway, has his eyes opened directly he mounts a cycle. He never took much notice of drivers before, merely observing that they were generally of a rubicund countenance from exposure to our moist climate; but now he is forced to reckon with them, and soon begins to look on them as potentates, and rather autocratic ones too. Here is the butcher-boy coming with his fast-trotting pony. As long as you were on the pavement you would pay him no attention beyond a casual glance at his bare

head, whence the adjacent scenery is reflected by the mutton suet. But now you are on a cycle you feel an uneasy sense of being in his power. He has only to touch your wheel or your treadle by accident, as he seems inclined to do, in order

TO SEND YOU SPRAWLING,

so that this butcher boy, whom socially you have never before recognized, becomes in your relative positions a person to be propitiated by a bland smile, or even, in extreme cases, a nod. Then there is the man in the tax cart, who drives with a loose rein, and encourages his horse's vagaries in running all over the road. He, you see, is just the man to delight in a close shave and a right down good swear afterwards, and if you do not hug the curbstone he will oblige you with both. So he again asserts his position in your mind as a man and a brother. There is also the private coachman, who with Jeames of the folded arms by his side, spansk along with the pair of greys. You have no spill to fear from him, as he has too much respect for his horses and carriage, if not for you; but they both plainly regard you with considerable contempt, as a small, noxious insect, not worth while stopping to crush. Thus the attitude assumed by drivers is calculated to counteract any little personal conceit the cyclist may by chance entertain. Not only drivers, but pedestrians also, acquire a new interest in the eyes of the cyclist. He imbibes the drivers own carefulness, not to say dread, with regard to children. It is a curious fact in physics that the aggregate of phosphorus and blubber called a child is always irresistibly drawn to cross a road just at that moment when there is the greatest danger in its doing so. Given a child walking on a solitary road, and he would never think of crossing it, but stud that road with wheels, and it becomes a necessity of his being to rush across every few seconds. So

"MIND THE CHILD"

is the ever present thought of the cyclist, as he has no wish to lose his mileage by attending inquests. This cannot but tend to soften his manners, and open his heart to the gentle influences of bib and tucker. And he has adults to reckon with as well. Some pedestrians prefer to walk in the roadway, and the tinkle of the cyclist's bell behind is a great temptation to some to walk zigzag. A clever walker may in this way keep a cyclist behind him for a long distance, for he has far less to fear from the collision than the rider. So the cyclist's temper gets tested again here, and he reaps no end of moral benefit.

Then he has another source of moral improvement which he did not before enjoy. He comes into a new relationship with what may be politely termed the "out-spoken" classes. These had never come between the wind and his nobility till he mounted those wheels; but now they claim him as a confidential friend, and the proper recipient of their thoughts on matters generally, and more particularly on his personal appearance. This custom enables the cyclist to get a new view of himself as others see him, and decidedly makes for righteousness.—*London Standard.*

THE QUEBEC TOUR.

(Concluded.)

THE next day was down in the programme as the hardest day of the tour. Forty miles over hills and mountains had to be accomplished before we could stop for the night, so most of the party engaged teams, or, as we called them, "bugs," with which to make the day's run. The bugs were ordered at 5 A. M. At that hour they did not appear, and one hour later only one was on hand for the manager, who had sprained his ankle, and was obliged to take conveyance, but would not had he been in condition. The manager is full of sand, and by his pleasant manner kept the boys' spirits up when they were on the verge of despair. The owners of the bugs made an agreement to take us through for \$2.00 each. The next morning they wanted more, which we refused to pay, and so mounted our wheels and rode on serenely. The hotel proprietor,

APPARENTLY A GENTLEMAN,

was responsible for the disappointment, as he stood in with them and told them to charge more. We were handicapped by being unable to talk French, and allowed him to make all arrangements. Through his avariciousness about \$50.00 which might have been left at that place was carried away from there. After leaving St. George, the riding for the first nine miles was very good, after which the road became worse and hilly, and most all engaged "bugs." The slowest one was engaged by Fatty, Naugatuck and Adam. The owner could not take us to Moose River, but would carry us fifteen miles. We regretted that he could not go the entire distance, and tried hard to get him to take us through, but he was immovable, and would go only fifteen miles. We were mighty glad later on, when

we saw what an animal we had engaged. In spite of our earnest endeavors to get him along, we could not make him go over three miles an hour, and he would

ACTUALLY GO TO SLEEP

when going on a level. The owner of the team, very wisely, for him, sent his boy with us. Had he himself gone I am inclined to believe he would never see his home again, as we felt like killing something. Arriving at a house one mile from the line, the party dined. Leaving this place after dinner, we pushed up a long hill to the line, at which place, we took off our caps and gave three

CHEERS FOR THE UNITED STATES.

After crossing the line everything changed, the water and roads were better, and it felt like home. Six miles from Moose River the road begins to be good, it being a succession of small hills, level roads and runs through woods. Moose River is a port of entry, at which place we were to stop the night. This little place, with scarcely more than 200 people, is situated about 2000 feet above the sea level, and most charming views are to be had from the hotel. Leaving this place at 6 o'clock next morning, over a delightful road for two miles, we soon commenced to climb a hill five miles in length. It is needless to say that all walked.

But what goes up has to come down, and soon we were on a level and running toward Parlin Pond. While at Moose River the large man from Michigan discovered that his rear tire would not hold any longer, and made efforts to repair it, but without success. The light-weight from South Boston came to the rescue, and told Michigan that for

A DINNER AT YOUNG'S

he would fix it so it would stand the rest of the tour. Michigan agreed and Boston went to work. Procuring a half-inch rope he proceeded to splice the two ends so when done it exactly fitted into the rim, then it was bound with copper wire and the job completed in less than an hour. Parlin Pond was reached in good season for dinner, and a chance to fish for trout was improved; several specimens were caught and served up to us at dinner.

Leaving this place, we had fifteen miles to run to the "Forks" through a dense forest, and not a house to be seen for ten miles. Scarcely had we ridden seven miles, when a heavy thunder storm broke, and a few took shelter under trees, which served as a good umbrella for a few minutes, but soon began to leak and thoroughly drenched us. A little lull in the storm gave a chance to get along three miles, when the storm broke again, and seeking protection under a shed, we waited half an hour, at which time it showed no signs of letting up, so on we pushed, sometimes walking and pushing through the mud, then riding as best we could. One and one-half miles from the Forks a long hill, one mile in length, helped us wonderfully. At the foot of this hill a sudden turn of the road brought us in sight of the hotel where we were to spend the night. By good luck the baggage arrived before the party, therefore there was no delay in getting into dry clothing. At this place a delegation of Kennebec wheelmen met the party, and were to escort us on the next day's run.

Waking up the next morning the roads were found to be very muddy, so eight piled their wheels on the stage and took in the

BEAUTIES OF THE KENNEBEC

River. The rest of the party wheeled to Bingham to dinner. The stage party left the stage at Solon and mounted their wheels for North Anson, eight miles away. The road from the Forks to Bingham runs along the river bank and the bed is excellent riding, which together with beautiful scenery, afforded the pleasantest runs of the tour. It was on this road that "Fatty" was troubled with the "Charley Horse," and he did not fully recover the use of his leg until the tour finished. At Solon we were obliged to cross the river on a ferry; this is run by the current with a wire rope for a track, and the way in which the boat sails across is a caution. Reaching the other side a short climb brought us to a level plain, on which is a road which compares favorably with the reservoir. This road continues for six miles, at the end of which is North Anson, the winding up place of the tour. On arrival at the hotel, a dive was made for the barber's shop to prepare for the dance in the evening. For ten days none of the party had been shaved, the result of an agreement made at Cacouna. Am glad to say that all stood by the compact, dreading perhaps the expense in setting up for the party. The barber had hard work in cutting off some beards, but what a transformation when all appeared neatly shaved.

The dance which occurred in the evening was a regular old-fashioned, country dance, and was thoroughly enjoyed by the tourists.

The next morning the train was taken for home, thus ending a very pleasant outing, which has reflected great credit on the management.

ADAM.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

MR. CHARLES L. SMITH, having accepted a position in New York, has resigned as captain of the Cambridge (Mass.) Bicycle Club, which office he has filled for two years. On Tuesday the club gave a farewell dinner in his honor at the Point of Pines. After dinner, remarks, showing the esteem which the club had for its captain, were made by the president and others, to which he replied. The club has had but two captains since its organization, both of whom have been called to New York to assume responsible positions.—*Tribune*.

THE old, tried and celebrated Lillibridge saddle, believed by many who have ridden it for years to be the best hammock saddle on the market. Made for all kinds of cycles. Price only \$5. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. *Adv.*

HOWARD A. SMITH & Co. are getting ready for a big rush on "tournament day," and extend an invitation to all wheelmen in town on that day to call and see their big stock of cycles and sundries. They are running their repair shop early and late, and yet are compelled to turn out orders to other shops to prevent running behind. Smith says the "Z. & S." hose supporter is having an immense sale, and that they are continually being improved; the latest improvement being in the way of a fastener, which makes a neater fit across the back. The firm claims that Oraton Hall has turned out more riders than any other bicycle school in the country.

To illustrate the innate politeness of the Irish peasant towards ladies, the *Cyclist and Athlete* quotes the following instance: "We were approaching a railway bridge with a lady on the rear seat of our Crescent tandem. When near the top a countryman threw down his hat and shouted for us to go over it, but just as we were passing, he caught sight of the lady, and drawing back, said in the most respectful manner, 'I beg your honor's pardon, sir, but I never saw the lady.'"

THE Wonder saddle, wonderfully well suited for hard riding. Is of admirable shape. Whittaker has used it on all his runs and swears by it. In many sections of the country riders will have nothing else. Price \$6. Gormully & Jeffery Mfg. Co., sole manufacturers. *Adv.*

REBER & SAICH are putting in early and late hours in an endeavor to keep up with orders for the King wheels, and beside are doing a large amount of repairing.

THE celebrated Duryea saddle, which has been used for some years past by all the well-known racing cracks, is now being delivered by the Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. Price \$4. *Adv.*

"THE N. C. U. has an opportunity," says the *Cyclist*, "of giving general satisfaction, and paying a compliment to America also, by sanctioning, as we hope they will, the proposed match between Illston, the English amateur champion, and Temple, the American professional trick-rider. The American rider, Temple, is so unlike our English idea of a professional, that it would be a hundred pities were the N. C. U. not to give permission, as they did in the Keen versus Cortis match. Birmingham, as the *locus in quo*, is interested in the match, which we hope may be arranged. Cyclists are strong enough to risk A. A. a displeasure."

THE report that Hendee has changed from the Springfield Roadster to his first love, the crank machine, is not borne out by the facts of the case. He will stick to the lever machine so far as heard from.

Frank Leslie's of July 30 has a full-page illustration of some of the rooms and corners in the Gormully & Jeffery Mfg. Co.'s big factory in Chicago. They are a very interesting set of sketches.

WE have been often asked where the Springfield Roadster was? From all accounts to hand we judge this machine made an appearance at Cottage City and rather rattled the boys. It was the "first appearance" of this machine in public, and we think the manufacturers of the "Springfield" have reason to congratulate themselves on the showing made.

MESSRS. TRYON, of Philadelphia, have been working hard to waken up the racing interest of the Quaker City. They have offered a cup to be run for by teams from the local clubs. The date fixed is September 10, and the route chosen will be over the Lancaster pike, the scene of nearly all the road races in that vicinity.

THE Cobblestone saddle. With it one can ride off the ordinary city curb without danger. Embodies the best points of all the hammock saddles. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. *Adv.*

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CONSIDER THESE POINTS.

The **QUADRANT**

led the way with the large steering wheel and its success compelled others to follow.

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led the way with a **rigid** steering wheel—a "sine qua non."

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led the way with a central geared axle and with a long bridge over the axle.

The **QUADRANT**

never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an automatic spring, nor any such past and passing contrivances.

The **QUADRANT**

led the way—was original—has served as a model for imitation—and continues still the only true principle for a velocipede of three wheels.

The **QUADRANT**

has done a mile ON THE ROAD in 2 min. 38 sec.—never yet approached. Has won every hill climbing contest it ever entered, notably the great Weatheroak contest, in which it finished 1st, 2d and 3d against Bicycles, Tricycles and Safeties. It holds the United States road record, 50 to 100 miles, done on a roadster—the 5-mile 1887 championship of England, and has won innumerable contests at home and abroad.

The **QUADRANT**

is made by a firm who manufacture no other machines but Tricycles, who pay their men by the week (no piece work), who take pride in the history and traditions of their machines, hence its permanent superiority.

The **QUADRANT**

is guaranteed, and the machines we import are built especially for American roads, possessing elements of strength to be found in no other machines.

No. 8 for Gentlemen.

No. 14 for Ladies.

No. 15 (Tandem) for either or both.

Send for Illustrated Catalog.

SAMUEL T. CLARK & CO., Baltimore, Md.,
SOLE IMPORTERS.



NEW RAPID LIGHT ROADSTER.

THE NEW RAPIDS

Roadster, Light Roadster and Safety,
(Dover Pattern)

with the original and only perfect

TRUE TANGENT WHEELS,

Extensively copied, but never equaled.

Detachable Tubular One-piece
Handle Bar,

Warranted not to work loose.

Hollow felloes—6-in. cranks—square
rubber ball pedals—black rubber tires—
T., Pear or Spade Handles. Single
ball bearings both wheels.

WEIGHT:

50-in., Roadster 40 lbs. Lt. Roadster 36 lbs.

Warranted Interchangeable

Send for Illustrated List. **AGENTS WANTED.**

SAMUEL T. CLARK & CO.,

Baltimore, Md.

Some Columbias.

American Athletic Club,
New York,
 Saturday, June 25, 1887.
 2 Mile Handicap won on a
COLUMBIA LIGHT ROADSTER.

Boston Daily Globe.

MONDAY, JUNE 27, 1887.

Rhode Island Wheelmen.

PROVIDENCE, R. I., June 26. The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner of Warren came in first. Time, 1 hour 42 minutes 5 seconds. L. A. Dawson of Pawtucket second, C. M. Morse of Pawtucket third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

Kings County Wheelmen.

6th Annual Meet,

Saturday, June 25, '87.

8 out of 10 Races won on Columbias, viz.:

1 mile novice, 2 mile handicap, relay race, 1-2 mile boys', 1 mile championship, Ilderan Club, 1 mile handicap, 5 mile State championship, 1 mile consolation.

Roseville, N. J., July 4, 1887

Races.	Winners.	Machines Ridden.
1 mile A. W. Championship	A. B. Rich	Columbia Racer
1 mile L. A. W. Championship	J. H. Powers, Jr.	Columbia Racer
1 mile 1st Championship, Union County	A. W. Pierson	Columbia Light Roadster
1 mile 1st Wheelmen	J. W. Powers	Columbia Racer
1 mile 1st team	H. Powers	Columbia Racer
1 mile consolation		

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two scores of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * *

STARTERS.	Actual time	Minutes' start.	Position
H. R. Winship.....	1:12:55	8 1-2	1
C. H. Seig.....	1:16:45	11	2
W. J. Maas.....	1:17:31	11 1-4	3
T. F. Palmer.....	1:17:51	9 1-2	4
H. Mangle.....	1:18:23	11	5
W. M. Cook.....	1:18:55	8 1-2	6
F. E. Spooner.....	1:11:43	11 1-4	7
C. B. Pierce.....	1:17:30	6 1-4	8
R. E. Schmidt.....	1:10:50	9 1-2	9
H. L. Wheeler.....	1:15:32	5 1-2	10
Martin Bowbeen.....	1:18:55	6	11
F. T. Harmon.....	1:19:47	6 1-4	12
T. M. Crennon.....	1:20:00	6 1-4	13
B. B. Ayres.....	1:11:17	6 3-4	14
M. D. Wilber.....	1:10:43	6 1-4	15
W. D. Buckley.....	1:14:00	9 1-2	16
W. A. Davis.....	1:12:15	6 1-4	17
Frank Riggs.....	1:16:23	10 1-2	18
H. L. Fulton.....	1:18:20	11	19
R. A. Ehlert.....	1:18:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster...
2	Columbia Light Roadster...
3	Columbia Light Roadster...
4	Victor.....
5	Columbia Light Roadster...
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster...
9	Columbia Light Roadster...
10	Expert Columbia.....
11	Champion.....
12	Columbia Light Roadster...
13	Columbia Light Roadster...
14	Columbia Light Roadster...
15	Columbia Light Roadster...
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion.....

New Castle, Pa., July 4, 1887.

Nine out of 13 events won on COLUMBIAS.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. * * * * * The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. * * * * * Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.—*Bicycling World, June 17 1887.*

Starters.	Machine Ridden.	Position at finish.
L. A. Miller, 54-in. Columbia Light Roadster.		1st
Wm. Harding, 52-in. Columbia Light Roadster.		2d
E. A. Deblois, 52-in. Columbia Light Roadster.		3d
F. L. Damery, 51-in. Columbia Light Roadster.		4th
Ludwig Forster, 54-in. Victor.		5th
S. J. Mills, 58-in. Expert Columbia.		Did not finish.

Lynn, Mass., July 4, 1887.

3 mile amateur, 3 mile professional handicap, boys' mile handicap, 2 mile professional handicap, 2 mile amateur handicap, 1 mile run,

WON ON COLUMBIAS.

POPE MFG. CO.
COLUMBIA BICYCLES
 And Tricycles.

Boston, New York, Chicago
 Catalogue sent free.

SPRINGFIELD, July 4, 1887.

Races.	Winners.	Machines Ridden.
1 mile novice.....	H. B. Arnold.....	Columbia Light Roadster
1 mile, for boys.....	Geo. McClelland.....	Victor
1 mile, 3.20 class.....	Geo. C. Dresser.....	Columbia Light Roadster
1 mile handicap.....	E. A. Deblois.....	Columbia Light Roadster
1 mile club.....	W. H. Jordan.....	Expert Columbia
Special challenge, 5 mile lap.....	H. B. Wordsworth.....	Victor
1 mile ride and run.....	Thomas Harvey.....	Columbia Light Roadster
1 mile, open.....	E. A. Deblois.....	Columbia Light Roadster
1 mile consolation.....	D. P. Williams.....	Victor

TEAM RACE.

E. A. Deblois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points. **ALL RODE COLUMBIAS.**



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Number 16.

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CLARKSVILLE,
CRAWFORDSVILLE,
"BIG 4," 100 MILES,
BOSTON 100 MILES.

**BIG
4**

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Many Races,

Including such as "The Eastern Club Race," "The Wanderer's Road Race," &c., have been won on VICTORS, but we mention only the fields which have been open to all comers. THE VICTOR FEARS NO COMPETITION, and glories in no race where any rider is barred.

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It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

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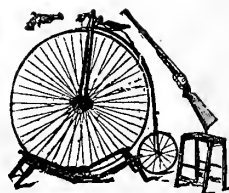
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(Yost & McCune Patent.)

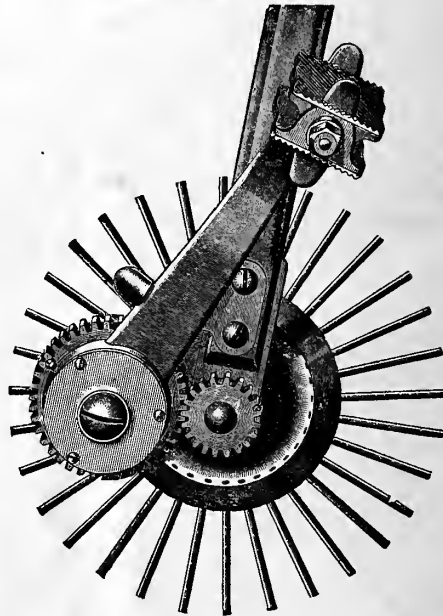
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It is the Best, and it is also the
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Known to be the Best.

Do not fail to examine before purchasing.



Perfect Control of Large Wheel.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches. The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth roadster. Agents wanted in all unoccupied territory. For further particulars address,

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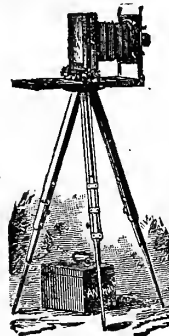
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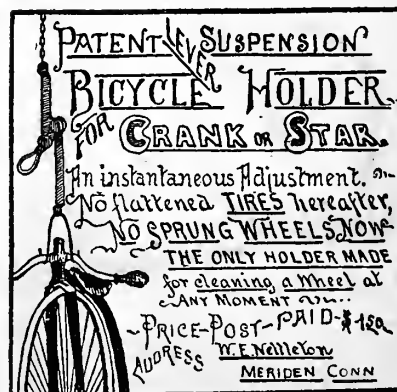
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SPRINGFIELD, MASS.



Published Every Friday

— BY —

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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 19 AUGUST, 1887.

A STATEMENT is going the rounds of the papers that Howell has decided to come to this country this fall. We wish to correct this rumor, as up to the date of this issue no word has been received from Mr. Howell that is in any way decided one way or the other.

WE do not like to make excuses, but when our correspondents go on vacations, and nearly all happen to go at the same time, we feel that some explanation is due our readers. The worst of it is that we did not have time to supply the deficiencies thus caused. Of course newspaper men must have a rest as well as other people, only we wish that they had not all taken a notion to fly to the country during August.

OUR good friend, *Wheeling*, finds occasion for remark in what it considers a lack of interest the American cycling press has taken in the doings abroad, of Morgan, Woodside and Temple. This alleged apathy is due, so *Wheeling* thinks, to the influence of the trade, which has so subsidized the press that it does not feel it policy to mention and comment on the victories of the "team," because in good truth, they rode machines not made or sold here. Such a notion is most absurd, at any rate from our point of view. We were some time ago, accused by the *Cyclist* of not noticing a race because won on a Premier. This sort of criticism comes well from the *Cyclist*, which is the most abject servant to the trade, and the least independent cycling paper we know of. It seems as if a guilty conscience accused itself, and feels that the hearts of others must be as much steeped in the bigotry of trade influence as its own. We should say that the "American team" had had its fair share of attention, and certainly the BICYCLING WORLD has published many letters from W. J. Morgan dealing almost entirely with the doings of himself and companions. The result of the team's racing has not been such as to warrant a great deal of crowing on our part. While every one over here was pleased to see in Temple the development of wonderful speed, we could not fail to recognize that it was for a distance that has never counted much with us as a criterion. If he had defeated Howell for the mile, or taken the world's record for that distance, a cry of exultation would, no doubt, have gone forth, quite satisfactory to our English critics. We may say that any advertisement the makers of the Premiers could have received on account of any victories, would not in the least

have offended any of our dealers, as that machine is no rival of any other sold here, nor is it likely to be. It will take more than the winning of a few races to induce any one to vigorously engage in its importation at the present state of American trade. We do not doubt the excellence of Hillman, Herbert & Cooper's output, but if *Wheeling* and the *Cyclist* will allow us, we humbly claim to know something of the state of our cycling trade. If it will please anyone, we have no hesitancy in again recording the fact that the members of the American team have been mounted on Premiers, notwithstanding the fact that reliable people claim the team were under obligations to ride wheels of a well-known American manufacture.

THE Vermont Wheel Club of Brattleboro', Vt., will give their fourth annual tournament some time during the first part of September, probably the 2d. The committee in charge are O. A. Marshall, S. W. Kirkland, E. F. Reid, E. H. Atherton, and Leslie Scott.

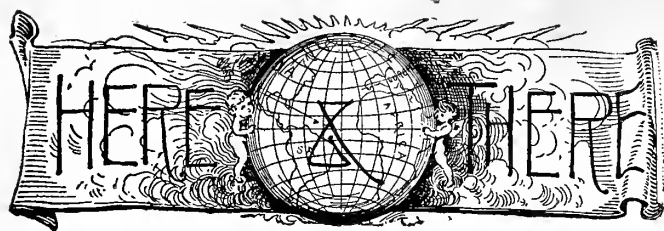
TEMPLE gives to a reporter the following facts regarding the way the team trains: "Every morning before breakfast we have a swim in the sea, but if we happen to be staying at an inland town we use Tidman's Sea Salt. Woodside, especially, is an expert swimmer and could do three miles, if necessary, without very much exertion. We rise usually at 7.30, and while Morgan and I have a few rounds with the gloves, Woodside uses the dumb bells. We go for each other, you bet, and as we are both of us hard hitters, it is not an uncommon thing for one or the other of us to get marked. When I was an amateur I won the amateur boxing championship of Chicago, Illinois."

IN Kirk Monroe's brain was conceived the first idea of a national organization. By him the scheme was talked over with Kingman Putnam, both of the New York club. This club and the Bostons issued a joint circular inviting clubs to meet at Newport and organize. As the Boston was the senior club in the land, they were allowed to sign the roll of membership first, then came the New York, Massachusetts, New Haven, Essex, etc. E. C. Hodges, of the Boston Club, commanded the first parade, through invitation of Mr. Monroe, who had been elected commander. There were present at this, the first meet of the L. A. W., May 30, 1880, representatives from 31 different clubs.

"HERE is certainly a chance," says the *Post Dispatch*, "for the East and West to have it out on the track. A few days ago, Ned Oliver, of Chicago, told Harry Gordon, the champion trick rider of Missouri, that S. G. Whittaker could beat any rider in the country on the track, not barring Rowe or Hendee. Oliver claims that on the four-lap clay track at Omaha, in a public race, Whittaker made a mile in 2.34 on a light roadster. This, Oliver said, was not told for the benefit of the marines but for the fellows, individual or corporate, who believe that the East has racers." We are glad to say that both our judgment and sectional pride would go hand in hand, and prompt us to put ducats (even at small odds) on the man from Lynn, in case a match between Whit. and Rowe could be made.

THANKS for your column free ad., brother *Spectator*. "Come again," please, and if, perchance, business or pleasure compel you to come East, call and see us, and we will guarantee to cool down your evidently over-heated blood by a "sniff" and something solid to back it. One thing, Mr. S., you need not fear that any gun we may discharge will kick over any friend of ours. If any "specimen" behaved so, that kicking off a picnic ground became nearly a necessity, the *Spectator* man need not feel anxious that he will hurt the feelings of any of "our crowd" by naming him. We may know him, but we certainly should be in sympathy with vigorous correction in such cases when "specimens" don't know how to behave themselves like gentlemen.

THROUGH the columns of the *Cyclist* we are informed that "a strange story comes from Melbourne, in which Frederick Wood, the champion bicyclist, figures most unfortunately. Wood was staying at a hotel at Melbourne, where temporarily also resided a young married lady, whose husband had been compelled to leave her on business for a short time. During the husband's absence, it is alleged that Wood formed an intimacy with the lady, who furnished him with funds and jewelry. On the husband's return there was a "row," which ended in Wood being given in charge for stealing a purse and 15s., the property of the husband. In default of being able to find bail, Wood was placed in prison to await his trial. Divorce proceedings have, it is said, been commenced by the husband."



NOTES BY

"THE KICKER."

I AM always greatly amused to read in the English papers reports of supposed and real conversations held by the representatives of these papers with Americans. The British interviewer would not consider he was doing his duty unless he put into the mouth of his transatlantic cousin all the stock phrases and peculiar pronunciations popularly supposed by the average British mind to be used by every citizen in the land of the Stars and Stripes. Of course every man in the United States must pronounce well "wa-al," and during the course of the interview unless he avers that some one "can lick all creation" he is at once put down as a base imitation of a real Yankee. Then how they do revel in the "reckons" and "guesses;" and the phrase "right smart time" is worked in *ad lib*. The real facts are, that with the exception of using the word "guess" in place of "think," as applied by the Britisher, one seldom hears the idioms and pronunciation supposed to be indulged in by Yankees generally. It is a notorious fact that the masses in the United States speak much better English than the masses of the tight little isle.

"COTTAGE CITY is acknowledged to be possessed of many beautiful young ladies among its summer residents, but the brilliancy of the brightest star among them all was dimmed by contrast with some of the fair ones who accompanied Boston wheelmen to the meet." So says the *Herald*. Now this is a compliment, Daisie, for which we expect you to make one of your most enchanting bows.

I STROLLED into Tremont Temple the other evening to hear Mr. Pitkin, of New Orleans, lecture on "Shakspeare and his Fools." It was an able lecture and many good things were said. One *bon mot*, especially, stays in my memory, and on hearing same it caused me to scan the audience closely to see if there was any one in the hall that I knew from Chelsea. List to the definition of a pun, as per Mr. Pitkins: "A pun is the indecent exposure of an emaciated mind." Nothing personal, I can assure you.

THE LYNN *Bee* kicks most emphatically because Rowe always manages to do his best on other tracks than that at Glenmere. They want to know why it is that he can manage to do his mile in 2.30 1-4 on the four-lap track at Cleveland, and not be able to do better than 2.36 on the Lynn three-lap track with an undoubtedly better surface. This is a conundrum which I have to give up. There seems to be one answer that may hit the mark, and that is, "because he does not want to." It is just this possible reason that makes all Shootown so hopping mad.

MR. E. C. KLIPSTEIN, while in Boston, expressed great surprise at the condition our macadam roads are kept in. Being of a practical turn of mind, he soon caught on to the fact that common sense and scientific methods of repairing brought about the result he marveled at. While the system of road building and repairing pursued in Boston may not be one of faultlessness, yet I have registered a vow never to growl about the condition of the roads in this vicinity. This pledge is the outcome of sad experience over roads (?) in some sections, where, if the intelligence of the people is on a par with the vileness of the way, the inhabitants must be one remove lower than the missing link Darwinians are so sedulously hunting for. Boston roads may not be perfect, but in comparison with some I have toiled over, I *think* them absolutely inflexible.

DAISIE is everlastingly down on what she terms the promiscuous bathing of the sexes under the eye of the public and in scanty costumes. She further avers that it is not conducive to the highest order of morality. Then she asks naively: "Am I a prude?" My modesty forbids me to pick up the discussion with one of Daisie's sex, but I must say I should like to speak my little piece in defence of "promiscuous" bathing. There is one thing I can do, however, and not hurt any one's feelings, I can answer Daisie's question. I think if them's your sentiments, Daisie, you are prudish. There is a parallel, between Mrs. Partington, broom in hand, sweeping the Atlantic into space, and our own modest Daisie trying to make people believe that such bathing as shocks her, is

"not conducive to high morals." Ah! how often I have occasion to repeat and reiterate that well-worn motto *Honi soit*, etc.

SCENE—Fashionable ice cream saloon, not a thousand miles from St. Louis: Enter three cyclists, one being, unfortunately, coatless. The happy pair possessing and arrayed in that comfortable garment obtain the seductive ice cream, but the coatless one is denied. They don't serve ice cream to poor wretches who cannot sport a coat. Indignation meeting held, but proprietor is firm. Happy thought, and consequent exhilaration of the two. No. 1, with a coat, fills up on ice cream, and at once takes off his coat and presents to No. 3, who does it, and thus in the habiliments of respectability calls for "ice cream for one." "Not much," quoth the hard-hearted proprietor, "you cannot have it." Expressions of deep wrath and resentment from all three wheelmen, especially the coatless one. Another meeting held, and a committee of one interviews the proprietor and argues the question with him. No go. "No coat, no cream," insists the owner of the freezers. It was a hot day outside, but there was a chilliness surrounding those three mad and dejected wheelmen that caused the mercury to fall several degrees in that vicinity. We wonder if this sketch from life will meet the eye of any of the trio? It is a true but heart-rending story.

THE Springfield *Union* says that Boston wheelmen are altogether too fond of larks and conviviality to expend any superfluous energy in getting up race meetings on path or road. This may have more than a grain of truth in it, but the *Union* man should remember that the effete cyclists of Boston and vicinity have led the way in everything pertaining to cycling. The running has no doubt been strongly taken up by the rest of the country, but there is not a phase of road or path racing, now familiar to all, on this continent, that did not *first* see the light in Boston. Springfield should remember that it is impossible in Boston to arouse popular local enthusiasm over the successes of a local rider of the Hendee-Rowe calibre as has been the case in such comparatively small places as Lynn and Springfield. Another cause for the apparent apathy of the Boston cyclists is because the races, as a rule, are not interesting, the fashion of loafing and jockeying having become too prevalent. Again, the roads round the Hub being so fine the cyclist prefers to take his enjoyment that way and not in the excitement of the track. I notice that New York also says that Boston cannot get up a successful race meeting. All I have to reply to the New York scribe is that "you're another."

THINGS are getting complicated in Springfield. The club that bears the proud name of the tournament city gets letters that should go to the Roadster people, and *vice versa*. The latest mix is that Midgeley has been protested because forsooth he belongs to the Springfield *Bi. Club*!! at least so the report appeared in the Boston dailies. The shrewd ones say that the cause of protest is that Midgeley belongs to the Springfield Bicycle Company, and that Mr. M. is an hireling; in other words a professional or a promoter. Be that as it may the tempest in a teapot has been allayed, as Saturday's Worcester *Telegram* states that the Midgeley-Rolston matter has been amicably settled. Sanford Lawton of Springfield, as being the only accessible member of the L. A. W. Racing Board, was telegraphed to in regard to Midgeley's amateur standing, and replied that, as far as he knew, there was nothing to impair it. By the way, the *Telegram* is working hard to enthuse Worcester wheelmen into giving a tournament, but they don't enthuse on that line. The *Telegram*, however, announces that a sporting man is to experiment with a two days' meet on the 26th and 27th. That man will be a sadder but wiser man after he figures up. That is the way the Springfield *Union* looks at it.

ONE of the transatlantic critics on Karl Kron's book wonders what on earth a bull dog has to do with cycling or cyclists. Evidently the critic is not a wheelman or he would at once discern the propitiatory motive hidden in K. K.'s dedication. I am distinctly and painfully aware that a good lively bull dog of the proportions and aggressive tastes of Curl has a great deal to do with some cyclists. I have in mind an especially pugnacious bull dog, that made my life a wearisome burden for the space of a few moments, until I could execute a retreat to a rock heap, where I turned the tables by playing the devil's tattoo on that canine's hide, until he concluded that home had quite charms enough for him, and so proceeded there in as short a space of time as a broken hind leg, would permit. Among my acquaintances I am pleased and honored to name London W. and Samuel Smug, Esq., (I append the -uel and Esq. to this gentleman's name hereafter, since he has risen to the dignity of a moustache and a cropped head of hair). Yes I am pleased to honor these gentlemen with my acquaintance, and I can assure my readers that either one of them can tell stories of deadly encounters with bull purps that would take the curl out of a hair mattress. I further understand that it was through the urgent appeal of these gentlemen that K. K. has been

prevailed on to make the dedication he has, and thus, if possible, come the piacular racket on all caninedom. I think it is "throwing physic to the dogs," and while the immediate descendants of Curl may for a few generations, refrain from feeding on cyclists' limbs, I, for my part, shall still depend on red pepper, flint rocks, and bullets, to "propitiate" the anti-cycling-disposed purp whenever I am so unfortunate as to meet him. London W. and S. S., Esq., both assure me that they have tried the experiment of reading the dedication to bellicose bull pups with splendid results, they having retired from the field in a paroxysm of doggy tears and howls. I burn to see the experiment tried, but I prefer a good high tree as my coigne of vantage.

ST. LOUIS.

"PHŒNIX."

"would not put up all the rocks, he could be relied upon to assist the scheme." A meeting of representatives of the various clubs will occur about September 1.

THAT M. I. P. of fun, endurance and cycling lore, Klipstein, has gone to Boston "to see what they've got there, anyhow." [We have met him, we are pleased to say.—ED.]

IF any of your Lynn readers should run across a fat tricycler, resting his head on a rubber pillow in some suburban nook, with the mangled remain of a watermelon lying near, just placard him—"Dr. H. H. Keith, St. Louis."

LITTLE Dottie Stone, one of the St. Louis colony who have been summering at Clarksville, recently climbed Clifford Hill, southwest of the town, on a Mascot tricycle. This hill was considered steep enough to walk, by a number of cyclers at the meet.

SECRETARY-TREASURER AB. LEWIS is back from his long tour on the "Continong." He met nearly all the cycling lights of England, and also became acquainted generally south of the channel. The "Welsher" had him in hand in London.

THE Cycle Club admitted twenty-six new members Monday evening, making the roll now eighty-eight members. The leaders are busily working up a plan to secure the building of a club house, costing about \$5000. There is a possibility of the club entering the proposed general club.

NEW JERSEY NOTES.

"RATCHET."

always provided by the "Glorious Oranges." But the big meet of the N. J. C. and A. A., on Saturday, 20th, is sure to draw all the lovers of cycling, and the Orange boys are perhaps as well off, if they hold their meet at a late date.

FRANK S. WELLS, of Plainfield, has gone to Point Pleasant, N. Y., for a two weeks' sojourn.

DR. R. M. SANGER, of the Orange Wanderers, is making a trip through the beautiful Genessee Valley.

PROF. JAS. RICALTON, *Outing's* correspondent, returned a week ago from his trip to the battle field of Waterloo, Algeria, Malta and Rome. The Professor was delighted with his trip, and was in the pink of condition upon his arrival at East Orange. He covered 12,000 miles since 18 June, and brought back 150 photographs taken in various places, the most prominent of the collection being those of the Moors, whom the professor says, are very averse to having their beautiful faces reproduced, and as a consequence, in a number of the views the eyes are all that can be seen through the covering of rags with which they tried to hide. The total expenses for the trip were inside of \$200. The professor's sole companion on his journey was a 32-calibre revolver.

THE tournament of the 20th will undoubtedly draw heavy, as the fact of such as Rowe, Crocker, Neilson, McCurdy, Whittaker, and others being booked for sure appearances, is a guarantee that some fast time will be made. Another big card is the two-mile tandem tricycle race, in which, among others, will be the Rich brothers of New York, Crist and Brown of Washington, and the old-timers, Sam and Geo. Gideon, of Philadelphia. That this will be a race "for blood" is sure, and if the New York brothers don't give their antagonists a hot pace it will be a surprise. Some pretty work is

also expected when Jesse Powers, A. B. Rich and W. E. Crist come together, as the knowing ones pretend to say that "chewing-gum" Crist is a better man than "Quilly," when in condition. This may be true, but if it is Crist must have been "out of condition" in a good many races last season. Our "coffee-mill" boys—Stenken and Lamb—will also be on hand, and should get placed if anything like a respectable handicap is allowed them. The New Jersey Wheelmen, Bloomfield Cyclers, and, I believe, the Prosaic County Wheelmen, also, will run off their one-mile club championships. Should the weather be unfavorable on the 20th, the meet will be held the next clear Saturday.

RECORD OF

THE WEEK.

for either of the above named. Our preference would, of course, lean toward the Massachusetts man. Let the ticket next year be Hayes and Bidwell.

BEFORE Temple leaves England for home, it is expected he will appear before Her Majesty.

THE *Bicycle* of Vermont is the last one to raise its voice against the amateur rule, and to pray for its abolishment.

FOR the first time in some time the Harrowgate meet for 1887 has come and gone without having a representative from the Boston Club present.

BY the way, what has become of that challenge and acceptance that passed between Rhodes and Whittaker some time ago? A breathless world awaits the answer.

A NEW YORK writer in the *Wheel* says that in case one is in search of endless revels and wild frenzied hilarity he need not go to Cottage City for it. He can find more of it in Gotham.

FOR the first time this season W. A. Rowe has shown that the old "go" is there. In covering his mile at Cleveland in 2.30 1-4 he came very near his incomparable record of 2.29 4-5, made at Springfield.

THE "O. U. No Cottage" at Martha's Vineyard, occupied by C. B. Cubberly, Elmer Bliss and Eugene Sanger, of the Somerville Club, was visited often and long by friends of this jolly trio during the late State Division meet.

EVIDENTLY the American team will not visit France and Germany this season, as Duncan says gates are very hard to get in those two countries. Morgan, therefore, announces his intention of abandoning the Continental trip.

WE always supposed that Brooklyn boys were up with the times, but when we read that Shandy Gaff has just been discovered by the Long Island men, we begin to think that they must live on the Jersey coast instead of in New York State.

MR. WILLIAM SCOTT of the Hyde Park Bicycle Club is about to try and beat the 100-mile road record. He proposes to ride from Hyde Park to Providence and return, and then make out his century by whirling over the fine roads of Dedham.

THE Massachusetts Club have voted to remit entrance fees to all who go in prior to April 1, 1888. There will only be two road officers hereafter, Captain and Lieutenant. The present incumbents are A. D. Peck, Jr., and J. Emory Tippet.

THE route of the next race of the Eastern Road Club will be the one known as the Newton Club course, and is as follows: Starting from savings bank, Newton, continuing on Washington Street to Natick Centre, (straight road) and return.

A ST. LOUIS contemporary says that all they need to run a cycling paper is "buckets of gall and a pair of scissors." From this standpoint as to the requirements to produce a cycling paper, our St. Louis friend must be eminently successful.

DAN ALBONE is making a tricycle convertible into a safety. A further peculiarity of this machine is that the fair sex can ride both types of machine. So it may really come to pass that ladies will ride bicycles and nothing strange thought of it.

CHAIRMAN J. H. COOLEY has assigned the territory of the Racing Board as follows: Mr. Sanford Lawton, Springfield, Mass.—Massachusetts, Vermont, New Hampshire and Maine; Mr. Gerry Jones, Binghamton, N. Y.—New York, New Jersey, Connecticut and Rhode Island; Mr. Sanderson, Scranton, Pa.—Pennsylvania, Virginia, West Virginia, Maryland, Tennessee, Kentucky, and all other

States southeast of the Mississippi River; Mr. C. H. Potter, Cleveland, O.—Ohio, Indiana, Illinois, Michigan and Wisconsin; Mr. W. M. Brewster, St. Louis, Mo.—All States west of the Mississippi River.

SLOWLY but surely all the cycling papers are taking up the cry raised by the *WORLD* so long ago that the true mission of the L. A. W. was to bring about the improvement of roads, and insure cyclists the use of same equally with all other vehicles.

AN eye witness of the great Greenwood-Stone race says that it was brutal to have men race over such a course and such a distance as that between De Soto and St. Louis. This same authority says that both men were run down to the very last peg of exhaustion.

MORGAN says that England takes the cake on amateurs, but that America has a finer lot of professionals than the old sod. In support of this claim, names Rowe, Hendee, Woodside, Neilson, Temple, Rhodes, Ives, Whittaker, Prince, Schock, Cola Stone, and Crocker.

MORGAN says there are no good amateurs in America now, they have all gone over to the professional ranks. "We have no amateurs," says the same authority, "who can cope with such men as Illston, Furnivall, Gatehouse, Osmond, Syner, Ball, Wareham, Mills, and the two Mayes."

THIS is the way the members of the American team rate the English tracks, in the order named: Long Eaton, Brighton, Crystal Palace, Aston Lower Grounds, Belgrave-road Grounds, and the Coventry path. The grass path at Norwich is reported by them to be equal to many of the best cinder paths.

A. L. ATKINS, who is now in Boston for the purpose of closing out his business affairs in this city, will soon return to Southern California to reside permanently. This time he will take his family, bag and baggage. We are pleased to hear that Mr. Atkins has evidently recovered from the illness that originally sent him away.

WE are sorry to hear of the accident that occurred to Mr. Nutting and family of Cambridge while driving last Sunday. It seems his horse became frightened at a bicycle, and ran away. The occupants of the vehicle were thrown violently to the pavement by a collision with an electric light pole near the corner of Crescent street. All were more or less injured.

FRIDAY and Saturday, September 9th and 10th, the East Hartford Wheel Club will hold their grand fall tournament. There will be upwards of twenty races, mostly of short distance, the majority of which will be class and handicap races. In all of the class races and in some of the handicaps, racing machines will be barred, thus giving all a "show" to win prizes.

THE *Clipper* must have two cycling editors, or one editor with two minds. Some three weeks ago that paper advised Temple to come home and stick to fancy riding, as he was no earthly good on the path. Now, the erratic *Clipper* man writes up Temple as being a nine days' wonder, and says (what we said long ago) that the success of the team must be largely credited to the "little trick rider's" prowess on the track.

THE C. T. C. Committee appointed to investigate and report on the plan submitted by Chief Consul Weston on the international scheme have reported favorably on the programme as set forth by Mr. Weston and published in the *WORLD*, March 18. It now remains for the executive to accept this report, after which the next step will be to present the same to the club at its semi-annual meeting for final action. This meeting will take place some time during the winter months.

MR. E. C. KLIPSTEIN, of the Missouri Club, St. Louis, is in town this week. His great ambition seems to be not to return West until he has climbed Corey Hill. We hope to be able to chronicle his success before this issue goes to press, and thus make his heart glad, and the hearts of his Missouri B. Club mates jubilant also. The *Spectator* man will please make a note of the fact that we also cherish the hope that we may be able to brace him up by the customary "sniff" we brace our Western visitors with.

A GERMAN trade journal makes the following statement in regard to the bicycle manufacturing interests in that country: "Bicycles are actually being manufactured in Germany in 64 establishments with 1,150 workmen; 19 establishments give work extra to workmen outside, and this to 62 constantly and 26 partially. Thirty-seven factories buy half-finished parts from German establishments, and 36 buy them from English factories, which, in their turn, occupy 132 German and 118 English workmen. Hence 1,332 German workmen find their existence in this industry, besides those who are employed in the manufacture of the rough materials. Of these 64 establishments there are 29 without and 37 which employ

steam power, representing together 221 H. P. The machinery and tools in use represent a value of £45,800; the amount of sales per week is £1,370. Since the average number of employed workmen is 18, there are 33 establishments with less than 10, 12 with 10 to 18, 12 with 19 to 40, and 7 with more than 40 workmen. The total amount of weekly wages is £930, which is 16s. 2d. per workman. The number of machines produced annually is computed to be somewhat like 7,000, and the importation from England is calculated to be 10,000."

THE *Philadelphia Record* of August 5 has the following article: "The persons charged with the maintenance of order in the Park should have an eye on bicyclers. Either a part of the Park should be set off for their especial use or they should be made to drive their machines upon the public roadways with the greatest circumspection. Perhaps it would be better to entirely withdraw a privilege which has been abused of late, and which is attended with danger to others." In response to this kind suggestion, the *North American* of the same city comes bravely to the rescue of the cyclist and says: "It seems to us that our usually fair and good-natured contemporary is unjustly severe upon the wheelmen in the editorial article of which the above extract is a representative paragraph. It talks as though the wheelmen had no rights which any one was bound to respect; were only permitted to enter the Park on suffrage and on specific pledges of good behavior; were a good deal of a nuisance anyway, and really ought not to be allowed to continue their at present restricted perambulations. What is there to justify this kind of talk? Are not the rights of a man who rides on a bicycle precisely the same as the rights of a citizen who takes his ease in a buggy, or mounts the aristocratic drag? So it seems to us. Of course the argument is that a bicycle is a dangerous object, because horses are apt to shy at it, but so few accidents from this cause have been reported, that the danger seems to have been greatly exaggerated. Then as to the behavior of the wheelmen. It may sometimes have been open to censure, but on the whole the cyclist has been more sinned against than sinning, and it is the persons who strike at cyclists with whips as they pass them, upon whom the Park guards should have an eye. Perhaps our contemporary drives a spanking team, and has personal reasons for disapproving of bicycles, but it should, and to give it its dues, it generally does, strive at all hazards to be fair."

THE HARROWGATE MEET.

KNOWING that this annual meet has somewhat of international interest, your correspondent thought that a few notes in regard to same would be of interest to your readers, and especially to those who, in former years, had honored the great meet with their presence. The absence of the usual American contingent was occasion for remark by the old stand-bys. In point of numbers the meet was more than up to that of former years, and in the matter of arrangements and novelties it was way

AHEAD OF ANY FORMER EFFORT

made in this direction. As to the rise and progress of this great annual camp of cyclists, perhaps a little retrospect will not go amiss with your patrons; I therefore cull a little sketch from *Bi. News*, which will give a glimpse of the initial meet, and a few incidents in which some of your countrymen figured: "This year, the fated day of St. Swithin was wet, and it remains to be seen whether the camp of 1887 is to resemble, in the matter of wet, the camp of 1881 (the first gathering under canvas at Harrowgate). Well do we remember that merry though decidedly damp time. We were encamped with Charles Crute, "the boy" Allport—alas! a boy no longer—and others, not forgetting "Mr. Croydon," as Peacock, the captain of the C. B. C., was dubbed.

HOW VERY WET IT WAS

to be sure, and yet how thoroughly we enjoyed it! We well remember that on that occasion all the viands served were cold, and how on the Monday morning the boy rebelled, and insisted on going over to Knaresborough for a hot dinner, which we got at a marvelously low figure. Then we recall with amusement those sports at Ripon, in which Charlie Crute rode. In the final of the bicycle race every other competitor had backed the Sutton man, and they all ambled round, waiting for him to pass them, and hoping that he would not fall off. Then there was the famous ride to Studley, with Frank Weston, Wilson and Cotterell all 'butterflying it' in a trap, whilst the rest went a-wheel; the riders getting wet, but keeping warm, whilst the carriage people were wet and cold. We feel sure that no one who was in the cottage in Studley village when 'Hieland Charlie' found the St. Wilfred cakes in the cupboard will ever forget that little incident." Now to return to the 1887 meet:

It was worth a long day's trip to see the really

ELABORATE DECORATIONS

made at some of the tents. It was nip and tuck between the

THE RUDGE CRESCENT TANDEM.



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—SUITABLE FOR LADIES OR GENTLEMEN—
SAFE, PRACTICABLE, FAST.

Stoddard, Lovering & Co.,

152 Congress Street, - BOSTON, MASS.

HA! HA!

Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

PEORIA, ILL., July 15th, 2887.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nickeled Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Ridges, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.

Yours Truly

GEO. W. ROUSE & SON.

HORNELLVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. CO.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,

W. B. KERNAN.

BUFFALO, July 14, 1887.

MESSRS. GORMULLY & JEFFERY MFG. CO.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.

Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.

Yours Truly,

JAMES H. ISHAM.

If you want a Cycle that is reliable, easy running and honestly constructed send for our Catalog.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, - - ILL.

N. B. We also manufacture a complete line of sundries, embracing oils enamels, lamps, bells, shoes, jersey breeches and four celebrated hammock saddles.

"Japanese Village" tent and the Derby Club aggregate of canvas walls. The former rather took the lead, as the prevailing idea permeated every part of the tent; the inhabitants thereof so far carrying the spirit of the thing as to, for the time, drop their Western cognomens and adopt those of lovely Japan. The fear of a wet time (*outside*) was happily banished, as beautiful weather fell to the lot of the campers, with the exception of a shower on Sunday.

On Saturday night over 200 men slept under canvas, which is record so far as that is concerned.

On Sunday after the morning meal had been tucked away the men scattered whither fancy prompted. Lacy Hillier headed a delegation that went to Ripon and Fountain Abbeys, while others lounged, read or rode as they were lazily or otherwise inclined. In the afternoon services were held in the mess tent, not one-half who wanted to gain admission being able to get inside, so great was the influx of outsiders. A collection was taken up for the benefit of the Life Boat fund, which resulted in netting the handsome sum of about £17. Impromptu concerts and visiting soon caused the balance of the day to pass. The discipline of the camp compelled a clearance of the grounds at 9 P. M., but some of the quieter element complained somewhat because, forsooth, a

FEW GIDDY FELLOWS

had dined and wine a bit too generously and on their return to quarters made the welkin ring with vocal sounds indicating a condition of hilarity not compatible with the solemnity of the day or in accord with the sleepy ones' nerves. However quiet was finally secured and somnolence reigned in the camp.

Monday morning the camp was officially awakened by the playing of the Pipers' band. This was purely an official proceeding, because the majority of the jolly lads were out taking their morning plunge at Star Beck. After breakfast that terrible nuisance, the "official" photographer, proceeded to harrow the feelings of the lively cyclists by insisting on their sitting still long enough to be taken on the "official" plate. Not only did the "official" camera pointer make life miserable, but it became impossible to move a peg without some

UN-OFFICIAL "FOTOGRAFH FIEND"

yelling at us "Hi! stand still, won't you please?" How many plates were graced with the outline of our manly proportions I shall never know. There is no doubt but that the show part of the meet is no longer popular with the shining lights of cyclodrom. These particular stars were nearly all content to mingle with the vulgar herd, and look on at the parade, instead of making spectacles of themselves. In the parade there were 405 riders, of which 145 were non-club men. An interesting table of machines ridden, shows the drift of popular fancy, and is appended below:

Ordinaries,	- - - - -	160
Rear Driving Safeties,	- - - - -	99
Front Driving Safeties,	- - - - -	7
Single Tricycles,	- - - - -	80
Tandem Tricycles,	- - - - -	53
Sociable Tricycles,	- - - - -	2

The same course was followed as in former years, starting from the church. After the meet came the races. The reason these events are never the success they should be, is that the track is one that has to be ridden with *right* hand in; to a man who has done his work on the usual kind, this is very awkward, and spurting round the corners is apt to be rewarded with a spill. The racing took place on two days, Saturday and Monday. No remarkable times were made, but a few bad croppers were taken, in consequence of the peculiarity alluded to heretofore. I have given your readers a kind of an idea of how the Harrowgate camp is run, and it may be the means of suggesting to the minds of some of the L. A. W. officials the possibility of a like meeting in America. TORBAY.

THE CLEVELAND RACES.

A VERY successful meet has just been brought to a close. The attendance was not what such a tournament deserved. The racing was good, and the track and weather all that could be asked. Of course, the event of the meet was Rowe's great effort to beat his own record for one mile. Though he did not come quite down to figures made at Springfield, yet his 2.30 1-4 stands record for any four-lap track.

W. A. Rowe of Lynn, Mass., tried for the one-mile record, 2.30, with H. G. Crocker and R. A. Neilson as pacemakers. He failed by half a second, riding the mile superbly in the quarter time of 0.37 1-4, 1.14, 1.50 1-4, 2.30 1-4.

One-mile novice race, A. M. Cushing, Cleveland, first; C. E. Vaupel, Cleveland, second; R. Fitch, Brantford, Ont., third; time, 2.51 3-4.

One-mile tricycle State championship—John T. Huntington, Cleveland, first; E. J. Douhet, Cleveland, second; time, 3.09 1-4.

Half-mile open race—W. E. Crist, Washington, D. C., first; A. B. Rich, New York, second; W. S. Campbell, Niagara Falls, third; time, 1.19 3-4.

Two-mile race, 6.30 class—A. M. Cushing, Cleveland, first; G. B. Childs, Cleveland, second; M. F. Johnson, Toronto, third; time, 6.02 1-2.

One-mile tandem tricycle handicap—Palmer and Douhet, Cleveland, 60 yards, first; Stoddard and Sherwin, Cleveland, 100 yards, second; time, 3.17 1-2.

Quarter-mile handicap—F. C. Lowey, Washington, D. C., 40 yards, first; W. S. Upson, Cleveland, 15 yards, second; C. G. Peabody, Omaha, Neb., 35 yards, third; time, 38 1-28.

Half-mile bicycle, 1.30 class—A. M. Cushing, Cleveland, first; M. F. Johnson, Toronto, Ont., second; C. G. Peabody, Omaha, third; time, 1.22 1-4.

One-mile professional handicap—R. A. Neilson, Boston, 35 yards, first; H. G. Crocker, Boston, 45 yards, second; W. A. Rowe, Lynn, Mass., scratch, third; time 2.38 4-5.

Two-mile bicycle lap race—R. H. Ehlert, Chicago, Ill., 18 points, first; A. B. Rich, New York, 15 points, second; W. J. Wilhelm, Reading, Penn., 10 points, third; time, 5.43 3-4.

Quarter-mile bicycle, open—W. E. Crist, Washington, first; Fred Foster, Toronto, second; W. S. Upson, Cleveland, third; time, 38 1-4.

Half-mile bicycle handicap—C. G. Peabody, Omaha, 60 yards, first; J. T. Huntington, Cleveland, 25 yards, second; B. Burroughs, Cincinnati, 35 yards, third; time, 1.18 1-2.

One-mile bicycle handicap—F. Foster, Toronto, scratch, first; W. I. Wilhelm, Reading, Penn., 20 yards, second; B. Burroughs, Cincinnati, 50 yards, third; time, 2.40.

SECOND DAY.

One-mile, 3.20 class—G. B. Childs, Cleveland, first; M. F. Johnson, Toronto, Ont., second; time, 2.53 1-4.

One-mile tricycle. L. A. W. championship—A. B. Rich, New York, first; W. E. Crist, Washington, D. C., second; time, 3.27.

Two-mile bicycle, State championship—Byron Burroughs, Cincinnati, first; J. T. Huntington, second; time, 6.10 1-5.

Half-mile bicycle handicap—W. E. Crist, Washington, D. C., first; M. F. Johnson, Toronto, Ont., 60 yards, second; time, 1.17 2-5.

Two-mile tandem tricycle, handicap—Palmer and Bouhet, Cleveland, first; time, 6.47.

Quarter-mile bicycle handicap, 45 second class—C. E. Vaupel, Cleveland, first; Byron Burroughs, Cincinnati, second; time, 42 1-2.

One-mile professional bicycle handicap—W. A. Rowe, Lynn, Mass., scratch, first; H. G. Crocker, Boston, 45 yards, second; Percy Stone, St. Louis, 90 yards, third; C. W. Ashinger, Easton, Ohio, 100 yards, fourth; R. A. Neilson, Boston, Mass., scratch, fifth; time, 2.36.

One-mile bicycle, team race—W. I. Wilhelm and C. A. Stenken, Hudson County Star Wheelmen, first; W. E. Crist and P. S. Brown, Capital Bicycle Club, Washington, second; time, 2.51.

Two-mile bicycle lap race—A. B. Rich, New York, 19 points; R. H. Ehlert, Chicago, Ill., 17 points; Fred Foster, Toronto, 9 points; W. S. Campbell, Niagara Falls, N. Y., 4 points; time, 5.59 1-2.

One hundred-yard foot race—J. H. Metcalf, Sharon, Pa., scratch, first; John R. Edwards, Jersey City, 2 yards, second; time, 10 3-4.

Half-mile bicycle, open—Fred Foster, Toronto, first; W. I. Wilhelm, Reading, Pa., second; time, 1.25.

One-mile bicycle handicap—Byron Burroughs, Cincinnati, 50 yards, first; W. S. Upson, Cleveland, 40 yards, second; time, 2.41 1-2.

THIRD DAY.

On the third and last day the events were as follows:

One-mile bicycle, 3.10 class—A. M. Cushing, Cleveland, first; time, 2.58 3-4.

One-mile bicycle, State championship—B. Burroughs, Cincinnati, first; time, 2.55 1-2.

Two-mile bicycle, handicap—C. E. Vaupel, Cleveland, first; time, 5.45 1-2.

Half-mile bicycle, open—Fred Foster, Toronto, Can., first; W. A. Wilhelm, second; time, 1.24 1-2.

One-mile bicycle, 3 minute class—A. M. Cushing, Cleveland, first; time, 3.09 1-2.

Five-mile bicycle, lap—Byron Burroughs, Cincinnati, 42 points, and race, because he won the final heat; time, 15.18 1-4.

One-mile professional bicycle, handicap—W. A. Rowe, scratch, and H. G. Crocker, 45 yards, dead heat, in 2.42; in the run off Crocker took first money, making the mile in 2.57.

Quarter-mile bicycle, handicap—M. F. Johnson, Toronto, Can., 30 yards, first; time, 0.40.

Half-mile tandem tricycle, open—Huntington and Upson, Cleveland, first; time, 1.30.

One-mile bicycle, L. A. W. championship—A. B. Rich, New York, first; W. E. Crist, second; time, 2.47 1-5.

One-mile bicycle, lap—W. S. Campbell, Niagara Falls, N. Y., 12 points.

L. A. W. DIVISION RACE MEETING.

THE second annual tournament of the Rhode Island Division, L. A. W., will be held at Narragansett Park, Tuesday, September 20, the first racing day of the State fair, racing being called at 1.30 P. M. There will be prizes to the value of \$350, and a good programme of events is now being perfected by the committee. Mr. R. McAuslan is chairman of the committee, and would be glad to furnish information. The full programme will be ready for publication next week.

RACES AT COVINGTON, KY.

THE Latonia Agricultural society of Covington, Ky., propose to give two bicycle races as below: First day, Tuesday, August 23—First race, half-mile dash, open to all, two prizes; second race, one-mile and an eighth, open, two prizes; elegant medals in both races. Second day, Saturday, August 27—First race, six furlongs (3-4 mile), two prizes; second race, one-mile handicap, open to all, two prizes; last race, two-mile, open, handsome gold medal first prize. Entries close August 22, and should be made to P. N. Myers, Covington, Ky. The races will be run under the auspices of the Kenton Wheel Club.

THE N. C. U. FIVE AND FIFTY MILE CHAMPIONSHIPS.

W. A. ILLSTON, of the Speedwell Club, won the five-mile N. C. U. championship at the Aston Lower Grounds, Birmingham, July 30, beating J. H. Adams and W. F. Ball. Time, 16m. 49s.

In the fifty-mile championship a mistake was made in ringing the bell two laps before finishing, consequently the race was short of the proper distance. At the 49th mile Mr. C. Potter led, but on the ringing of the bell J. H. Adams rushed to the front and won as he liked. W. A. Illston, one of the starters, was seized with a cramp at 39 miles and had to give up, thus leaving the race practically in the hands of Mr. Adams. Time for the 49 miles, 2h. 43m. 44 4-5s.

THE WILLIAMSPORT WHEEL CLUB RACES.

WE give below the programme of races to be given Saturday, August 27, by the Williamsport, Pa., Bicycle Club. This is their third annual. There are fourteen events, as follows:

One-mile novice, for wheels not less than 30 pounds—McClintock home trainer, pair sleeve buttons; Quarter-mile, first heat, open—gold medal; Half-mile, club championship—gold medal; Two-mile, 6.45 class—gold medal, English bicycle shoes; Quarter-mile, second heat, open—gold medal; Half-mile, L. A. W. championship—diamond medal; Two-mile lap, open—diamond scarf pin, silver cane; One-mile, 2.50 class—diamond stud; Two-mile, Pennsylvania State championship—gold medal; One-mile team race, open to clubs—clock for club; Quarter-mile, third heat; Two-mile handicap, open—gold head cane, traveling bag; One-mile open—opera glass, silver match safe; One-mile, consolation—silk umbrella, shaving set.

All entries to close August 25th, except half-mile L. A. W. championship, which will close August 20th. J. G. RHODES,

Chairman Race Committee, Williamsport, Pa.

RACES AT WORCESTER.

LAST Saturday the Worcester Bicycle Club held a race meeting at the Park. The attendance was not of the old-time sort, but those who did pass the gate were treated to a fair afternoon's sport. The exciting feature of the meet was whether J. F. Midgeley would be permitted to race as one of the elect, or whether he would be banished into outer darkness and professional companionship. Timely assistance from the hands of Sanford Lawton, one of the Racing Board, passed him O. K., and so he was allowed to compete in all the events. Below is the summary:

Half-mile dash for Worcester Bicycle Club members—J. F. Midgeley (1), George Booker (2); time, 1.41 4-5.

Special race, one-mile—J. F. Midgeley (1), D. W. Rolston (2); time, 3.12-5, which is record for the track. In this event Mr. D. W. Rolston did every thing he could to prevent his meeting Midgeley. His first move was to try and show Midgeley as a professional; this failing he absolutely refused to ride on the track, as he said it was in an unsuitable condition. All this sportsman-like (?) dicker on the part of Rolston forced Midgeley to ride a "walk over," much to the disgust of the spectators.

One-mile team race, in heats between the two Worcester clubs and one from Clinton. In the first heat Clinton sent R. W. Phelps and P. G. Gunderman; Worcester incorporated club sent C. H. Morse and George H. Booker; and the second city club sent E. W. Santon and L. A. Isham. Morse was an easy winner of the heat in 3.14 3-5.

In the second heat Clinton was represented by C. F. Martin and H. B. Amsden; Worcester incorporated by C. E. Hoyle and J. F. Midgeley; and the second Worcester club by F. Lamson and C. Jensen. The Worcester incorporated club was the winner, scoring 17 points to 13 for Clinton, and 12 for second Worcester club.

J. B. McCune was the referee, and E. F. Tolman and J. A. Dakin were the judges.

The next bicycle tournament will be held here August 25 and 26, and on that occasion the presence of W. A. Rowe, R. A. Neilson, W. A. Rhodes, and H. G. Crocker is promised.

PROGRAMME OF THE HARTFORD (CONN.) RACES.

At a meeting of the racing committee of the Hartford Wheel Club last Tuesday, the programme of races for the tournament at Charter Oak Park, September 7, was decided upon. The order of the races may be changed, but the events will be as follows:—

One-mile novice.

Hartford Wheel Club, one-mile handicap.

One-mile professional handicap.

One-mile amateur, open.

One-mile amateur, three-minute class.

Five-mile amateur lap race.

One-mile amateur, State championship.

One-mile professional, championship of America.

One-mile amateur handicap.

One-mile amateur team race.

One-mile amateur consolation.

The races, with the exception of the handicaps, will all have a time limit, according to the state of the track and the weather.

There are but two professional races, but these will be real contests, and probably show great speed. Rowe and all the fastest professionals are to enter, and the champion has agreed that the open race shall be run in 2.45 or better, if he has to set pace all the way himself.

For the amateur open races all the fastest amateurs of the country are to enter. Crist, Foster, Rich and the others known the country over, are coming.

The entries—\$1 each—close with H. H. Smith, Secretary of the Racing Board, Draw C, Hartford, on September 3.

The prizes aggregate \$1,000, of which \$150 is hung up for the two professional races.

THE Roxbury Bicycle Club gave a complimentary dinner to Mr. Ernst C. Klipstein, of the Missouri Bicycle Club, St. Louis, Wednesday evening, at the Revere House. President W. H. Emery presided, and introduced the guests of the evening, who were as follows: Vice President H. W. Hayes and Secretary-Editor Bassett of the L. A. W., Captain E. G. Whitney of the Boston Bicycle Club, and Mr. C. S. Howard of the Boston Globe. These gentlemen made short speeches, mostly reminiscent of the fun they had at the recent League meet. Mr. Klipstein favored the company with several of the club songs of the old "Ramblers" and the Missouri Club.

THE LAW OF THE ROAD.

IN view of the very numerous cases reported of trouble cyclers have with "road hogs," and the many inquiries made by cyclers as to their legal rights in the event of a collision, we cannot do better service to our readers than reprint from *The Road and the Roadside* the following chapter on the

LAW OF THE ROAD.

THERE are certain rules applicable to travellers upon public ways, which are so important that everybody ought to know and observe them. The law relative thereto is known as "the law of the road." These rules relate to the meeting, passing, and conduct of teams on the road; and it is more important that there should be some well established and understood rules on the subject than what the rules are. In England the rules are somewhat different, and some of them are the reverse of what they are in this country. But the rules and the law relating thereto in this country are about the same in every State of the Union. Our statutes provide that when persons meet each other on a bridge or road, travelling with carriages or other vehicles, each person shall seasonably drive his carriage or

other vehicle to the right of the middle of the travelled part of such bridge or road, so that their respective carriages or other vehicles may pass each other without interference; that one party passing another going in the same direction must do so on the left-hand side of the middle of the road, and if there is room enough, the foremost driver must not willfully obstruct the road.

Although these are statutory rules, yet they are not inflexible in every instance, as on proper occasions they may be waived or reversed. They are intended for the use of an intelligent and civilized people; and in the crowded streets of villages or cities, situations or circumstances may frequently arise when a deviation will not only be justifiable but absolutely necessary. One may always pass on the left side of a road, or across it, for the purpose of stopping on that side, if he can do so without interrupting or obstructing a person lawfully passing on the other side. And if the driver of a carriage on the proper side of the road sees a horse coming furiously on the wrong side of the road, it is his duty to give way and go upon the wrong side of the road, if by so doing he can avoid an accident. But in deviating from the "law of the road," one must be able to show that it was the proper and reasonable thing to do under the circumstances, or else he will be answerable for all damages; for the law presumes that a party who is violating an established rule of travelling is a wrongdoer. Of course a person on the right side of the road has no right to run purposely or recklessly into a trespasser, simply because he has wrongfully given him the opportunity to receive an injury, and then turn round and sue for damages arising from his own foolhardiness and devil-may-care conduct.

Every one seeking redress at law on account of an accident must be able to show that he himself was at the time in the exercise of ordinary care and precaution, and it is not enough for him to show that somebody else was violating a rule of law. When the road is unoccupied, a traveller is at liberty to take whichever side of the road best suits his convenience, as he is only required "seasonably to drive to the right" when he meets another traveller; but if parties meet *on the sudden*, and an injury results, the party on the wrong side of the road is responsible, unless it clearly appears that the party on the proper side has ample means and opportunity to prevent it.

Where there is occasion for one driver to pass another going in the same direction, the foremost driver may keep the even tenor of his way in the middle or on either side of the road, provided there is sufficient room for the rear driver to pass by; but if there is not sufficient room, it is the duty of the foremost driver to afford it, by yielding an equal share of the road, if that be practicable; but if not, then the object must be deferred till the parties arrive at ground more favorable to its accomplishment. If the leading traveller then wilfully refuses to comply, he makes himself liable, criminally, to the penalty imposed by the statute, and answerable at law in case the rear traveller suffers damage in consequence of delay. There being no statute regulations as to the manner in which persons should drive when they meet at the junction of two streets, the rule of the common law applies, and each person is bound to use due and reasonable care, adapted to the circumstances and place.

By the "travelled part" of the road is intended that part which is usually wrought for travelling, and not any track which may happen to be made in the road by the passing of vehicles; but when the wrought part of the road is hidden by the snow, and a path is beaten and travelled on the side of the wrought part, persons meeting on such beaten and travelled path are required to drive their vehicles to the right of the middle of such path. Many drivers of heavily loaded vehicles seem to think that all lightly loaded ones should turn out and give them all the travelled part of the road. No doubt a lightly loaded vehicle can often turn out with less inconvenience than a heavily loaded one, and generally every thoughtful and considerate driver of a light vehicle is willing to, and does, give the heavy vehicle more than half the road on every proper occasion; but the driver of the heavy vehicle ought to understand that it is done out of courtesy to himself and consideration for his horses, and not because it is required by any rule of law. The statute law of the road in this State makes no distinction between the lightly and the heavily loaded vehicle. Both alike are required to pass to the right of the travelled part of the road. In case of accident the court would undoubtedly take into consideration the size and load of each vehicle, as bearing upon the question of the conduct of the drivers under the circumstances, and their responsibility would be settled in accordance with "the law of the road," modified and possibly reversed by the situation of the parties and the circumstances surrounding them at the time.

A traveller in a common carriage may use the track of a street railway when the same is not in use by the company; but the company is entitled to the unrestricted use of their rails upon all proper occasions, and then such traveller must keep off their track, or else he renders himself liable to indictment under the statutes of the State.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

MR. FOWLER, of the Pope Mfg. Co., has returned to his desk at 79 Franklin, freshened after a trip among the White Mountains.

PROF. ALPHONSE KING, who has been giving exhibitions of his "water shoes" throughout the country, crossed Niagara river Sunday on a "water bicycle," another invention of his. The start was made just under the suspension bridge. The bicycle consists of two hollow zinc floats, above and between which is the frame work of a bicycle, provided with paddles. The wheel is four feet in diameter.—*Herald*.

THE old, tried and celebrated Lillibridge saddle, believed by many who have ridden it for years to be the best hammock saddle on the market. Made for all kinds of cycles. Price only \$5. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. *Advt.*

ONCE more has the Springfield Roadster been heard from. This time on the Lynn track. Midgeley "up" on a 50-pound Roadster hustles round the track in 2.40, with Rowe for a pacemaker. Evidently the Springfield Roadster is being "heard from."

THERE has been so much said as to the intentions and movements of Hendee, that we thought we would go to headquarters and set at rest the vexed question of what George intended to do. As to the giving up of his position with the Springfield Roadster people, he has no such intentions. He will not go on the path this fall, though he may do more or less riding when his other business arrangements allow of it. Midgeley will do some racing on the new machine, and by the time this reaches our readers, the two races will be completed and in use.

THE Wonder saddle, wonderfully well suited for hard riding. Is of admirable shape. Whittaker has used it on all his runs and swears by it. In many sections of the country riders will have nothing else. Price \$6. Gormully & Jeffery Mfg. Co., sole manufacturers. *Advt.*

So successful and pleasant was the late Division meet at Cottage City, it is probable that a permanent yearly meet will be held at that resort. The visitors want to go again, and the local clubs want them, so very likely it will be Martha's Vineyard again next season.

THE New York Bicycle Co. has changed hands, Mr. C. H. Diamond having sold out to Messrs. Charles, Lewis M., and Charles M. Irving. The new firm will continue in business at the old stand No. 38 Park Place, while Mr. Diamond will retain the Harlem store at 172 West 124th Street, and will do business under the style of the Harlem Bicycle Co.

THE celebrated Duryea saddle, which has been used for some years past by all the well-known racing cracks, is now being delivered by the Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. Price \$4. *Advt.*

ROWE can now not only claim the best mile record on *any* track, but he can claim the fastest mile on record (2.30 1-4) ever made on a four-lap track. It is needless to say that the Columbia people are still happy.

ODS spokes, hubs, and tires!! how Daisie does glow over the meet at Vineyard Haven. To read same, makes in turn, frisky and mad; mad to think that part of us missed such a good time. Then think of the bluffing we missed with — — —! well *you* know who we mean, don't you, Daisie?

THE Cobblestone saddle. With it one can ride off the ordinary city curb without danger. Embodies the best points of all the hammock saddles. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. *Advt.*

HARRY and Kirk Corey were out on a new Rudge Crescent tandem the other night and stopped at the house of a friend where a tennis party was progressing. The machine being a new one attracted considerable attention, and one of the young ladies seated herself on the luggage carrier, which extends over the front wheel, and which formed a comfortable seat. Upon being asked if she would like a ride, she laughingly replied in the affirmative, and no sooner had she given her consent than the tandemites had the machine in motion. The weight of the young lady was scarcely felt, and the people who were driving on the new Massachusetts avenue, were surprised to see the tandem coming tearing down the long hill that leads to the reservoir with a young lady on front, enjoying the fun and the fresh breeze, as the machine cut through the wind. Around the reservoir they rode, and on the quarter-mile stretch they easily passed some bicyclers who tried to keep up with them. Some five miles were ridden in all, and, upon return to the house, the young lady expressed herself as highly delighted with her impromptu ride.—*Herald*.

BEFORE BUYING A TRICYCLE

CONSIDER THESE POINTS.

- The QUADRANT** led the way with the large steering wheel and its success compelled others to follow.
- The QUADRANT** led the way with a **rigid** steering wheel—a "sine qua non."
- The QUADRANT** led the way in the proper distribution of riders' weight.
- The QUADRANT** led the way with a central geared axle and with a long bridge over the axle.
- The QUADRANT** never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an automatic spring, nor any such past and passing contrivances.
- The QUADRANT** led the way—was original—has served as a model for imitation—and continues still the only true principle for a velocipede of three wheels.
- The QUADRANT** has done a mile ON THE ROAD in 2 min. 38 sec.—never yet approached. Has won every hill climbing contest it ever entered, notably the great Weatheroak contest, in which it finished 1st, 2d and 3d against Bicycles, Tricycles and Safeties. It holds the United States road record, 50 to 100 miles, done on a roadster—the 5-mile 1887 championship of England, and has won innumerable contests at home and abroad.
- The QUADRANT** is made by a firm who manufacture no other machines but Tricycles, who pay their men by the week (no piece work), who take pride in the history and traditions of their machines, hence its permanent superiority.
- The QUADRANT** is guaranteed, and the machines we import are built especially for American roads, possessing elements of strength to be found in no other machines.

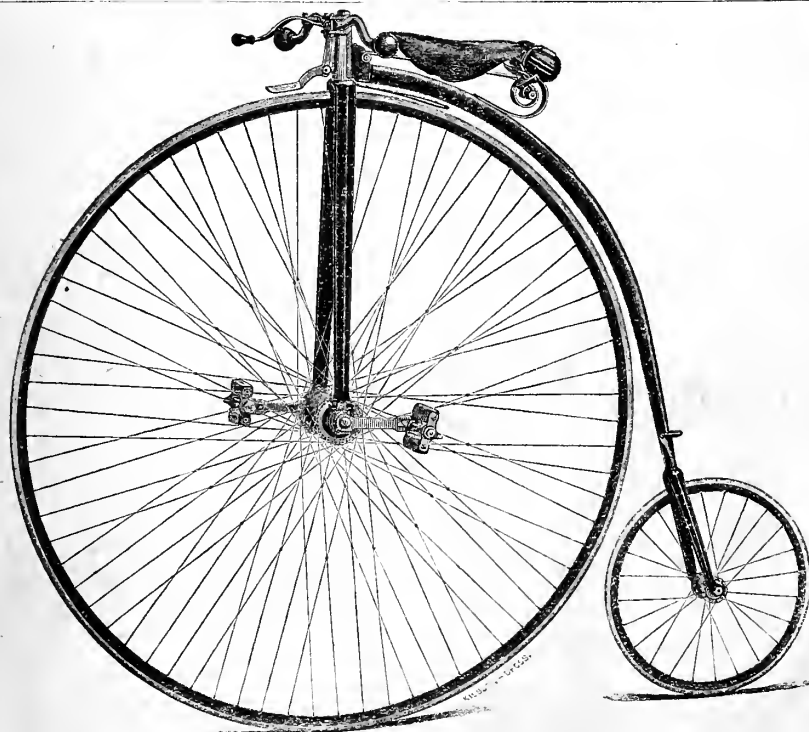
No. 8 for Gentlemen.

No. 14 for Ladies.

No. 15 (Tandem) for either or both.

Send for Illustrated Catalog.

SAMUEL T. CLARK & CO., Baltimore, Md.,
SOLE IMPORTERS.



NEW RAPID ROADSTER.

THE NEW RAPIDS

Roadster, Light Roadster and Safety,
(Dover Pattern)

with the original and only perfect

TRUE TANGENT WHEELS,

Extensively copied, but never equaled.

Detachable Tubular One-piece
Handle Bar,

Warranted not to work loose.

Hollow felloes—6-in. cranks—square
rubber ball pedals—black rubber tires—
T., Pear or Spade Handles. Single
ball bearings both wheels.

WEIGHT:

50-in., Roadster 40 lbs. Lt. Roadster 36 lbs.

Warranted Interchangeable

Send for Illustrated List. **AGENTS WANTED.**

SAMUEL T. CLARK & CO.,

Baltimore, Md.

COVENTRY MACHINISTS' CO., LIMITED.

TWO MORE RECORDS

FOR THE

"MARLBORO' CLUB."

At Coventry, on Wednesday evening, in windy weather, Mr. F. W. ALLARD

LOWERED THE 1-4 AND 1-2 MILE TRICYCLE RECORDS.

Quarter-mile, 40 2-5s.; Half-mile, 1m. 22s.

On a "Marlboro' Club," Undoubtedly the Fastest Machine Ever Made.

AT VIENNA, JUNE 10th,

The Tricycling Championship of Austria was Won by A. Sild on

A Marlboro' Club.

239 Columbus Avenue, - - - Boston, Mass.

New York, PECK & SNYDER, 126 Nassau Street.

Brooklyn, CHAS. SCHWALBACK, Prospect Park Plaza

Some Columbias.

CLEVELAND, Aug. 11—13, 1887.

One Mile Amateur L. A. W. Championship for Bicycle and Tricycle,

Tandem Race,

One Mile Professional Handicap,

Fastest Mile Ever Ridden at a Tournament, **2.30 1-5**,

Made on Columbias.

American Athletic Club,
New York,

Saturday, June 25, 1887.

2 Mile Handicap won on a
COLUMBIA LIGHT ROADSTER.

Boston Daily Globe.

MONDAY, JUNE 27, 1887.

Rhode Island Wheelmen.

PROVIDENCE, R. I., June 26. The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner of Warren came in first. Time, 1 hour 42 minutes 5 seconds. L. A. Dawson of Pawtucket second, C. M. Morse of Pawtucket third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

Kings County Wheelmen.

6th Annual Meet,

Saturday, June 25, '87.

8 out of 10 Races won on
Columbias, viz.:

1 mile novice, 2 mile handicap, relay race, 1-2 mile boys', 1 mile championship, Ilderan Club, 1 mile handicap, 5 mile State championship, 1 mile consolation.

Roseville, N. J., July 4, 1887

Races.	Winners.	Machines Ridden.
1 mile L. A. W. Championship.....	A. B. Rich.....	Columbia Racer
3 mile lap.....	J. H. Powers, Jr.....	Columbia Racer
1 mile Championship, Union County Wheelmen.....	A. W. Pierson.....	Columbia Light Roadster
3 mile team.....	J. W. Powers.....	Columbia Racer
1 mile consolation.....	H. Powers.....	Columbia Racer

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

STARTERS.	Actual time	Minutes' start.	Position
H. R. Winship.....	1:12:55	8 1-2	1
C. H. Seig.....	1:16:45	11	2
W. J. Maas.....	1:17:53	11 1-4	3
T. F. Palmer.....	1:17:51	9 1-2	4
H. Mangle.....	1:10:23	11	5
W. M. Cook.....	1:18:55	8 1-2	6
F. E. Spooner.....	1:11:43	11 1-4	7
C. B. Pierce.....	1:17:30	6 1-4	8
R. E. Schmidt.....	1:10:50	9 1-2	9
H. L. Wheeler.....	1:15:32	14	10
Martin Bowbeen.....	1:18:55	11	11
F. T. Harmon.....	1:19:47	6 1-4	12
T. M. Crennon.....	1:09:00	9	13
B. B. Ayres.....	1:11:17	6 3-4	14
M. D. Wilber.....	1:10:43	6 1-4	15
W. D. Buckley.....	1:14:00	9 1-2	16
W. A. Davis.....	1:12:15	6 1-4	17
Frank Riggs.....	1:16:23	10 1-2	18
H. L. Fulton.....	1:18:20	11	19
R. A. Ehler.....	1:18:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster....
2	Columbia Light Roadster....
3	Columbia Light Roadster....
4	Victor.....
5	Columbia Light Roadster....
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster....
9	Columbia Light Roadster....
10	Expert Columbia.....
11	Champion.....
12	Columbia Light Roadster....
13	Columbia Light Roadster....
14	Columbia Light Roadster....
15	Columbia Light Roadster....
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion.....

New Castle, Pa., July 4, 1887.

Nine out of 13 events won on
COLUMBIAS.

THE TWENTY-FIVE MILE ROAD RACE AT
HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. * * * * * The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. * * * * *

Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.—*Bicycling World, June 17 1887.*

Starters.	Machine Ridden.	Position at finish.
L. A. Miller, 54-in. Columbia Light Roadster.		1st
Wm. Harding, 52-in. Columbia Light Roadster.		2d
E. A. Deblois, 52-in. Columbia Light Roadster.		3d
F. L. Damery, 51-in. Columbia Light Roadster.		4th
Ludwig Forster, 54-in. Victor.		5th
S. J. Mills, 58-in. Expert Columbia.		Did not finish.

Lynn, Mass., July 4, 1887.

3 mile amateur, 3 mile professional handicap, boys' mile handicap, 2 mile professional handicap, 2 mile amateur handicap, 1 mile run,

WON ON COLUMBIAS.

POPE MFG. CO.
COLUMBIA BICYCLES
And Tricycles.

Boston, New York, Chicago
Catalogue sent free.

SPRINGFIELD, July 4, 1887.

Races.	Winners.	Machines Ridden.
1 mile novice.....	H. B. Arnold.....	Columbia Light Roadster
1 mile, for boys.....	Geo. McClelland.....	Victor
1 mile, 3.20 class.....	Geo. C. Dresser.....	Columbia Light Roadster
1 mile handicap.....	E. A. Deblois.....	Columbia Light Roadster
1 mile club.....	W. H. Jordan.....	Expert Columbia
Special challenge, 5 mile lap.....	H. B. Wordsworth.....	Victor
1 mile ride and run.....	Thomas Harvey.....	Columbia Light Roadster
1 mile, open.....	E. A. Deblois.....	Columbia Light Roadster
1 mile consolation.....	D. P. Williams.....	Victor

TEAM RACE.

E. A. Deblois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points. **ALL RODE COLUMBIAS.**



THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.
5 cents a copy.

BOSTON, 26 AUGUST, 1887.

Volume XV.
Number 17.

THE ROAD RACE.

The Most Spirited Amateur Race Ever Held in the Northwest.

(From Minneapolis Tribune, August 19th.)

THE 25-mile road-race for the amateur championship of the State and of the Minneapolis Bicycle Club, was run yesterday afternoon on the Lake Harriet boulevard, the start being made at 3.07 o'clock. The authorities had been making every possible endeavor to prepare the boulevard for the race, but the recent rains had caused the surface in some places to be so full of ruts that fast time was well nigh impossible. The course as first decided upon was exactly 25 miles (9 laps of 2 7-9 miles each), but a portion of the course was changed to a slightly longer road, which made the race in reality one of 25 1-2 miles. The contestants and their mounts were as follows: E. A. Savage, Columbia Light Roadster; F. F. Stahl, Light Champion; Charles Barwick, Victor Light Roadster; W. C. Cutler, Columbia Light Roadster; J. R. Stockdale, Victor Light Roadster; A. M. Bell of Hamline, Victor Roadster; Harry Lackor, Columbia Light Roadster; E. J. Hale, Columbia Light Roadster; Charles Wicht, Columbia Light Roadster; George Schultz, Columbia Light Roadster; Colie Bell, Star; J. Purvis-Bruce, Victor Light Roadster; J. W. Urquhart, Champion. In the first lap F. F. Stahl, Harry Lackor and Charles Wicht retired from the path. In the second, J. W. Urquhart followed suit. In the fourth E. J. Hale and George Schultz quit the contest. Hale is reported to have been sick all last week and was in no condition to ride. In the fifth lap A. M. Bell of Hamline dropped out, as did Colie Bell. Something strange about this, as Colie Bell is one of the toughest road riders in the country and was apparently in excellent shape. E. A. Savage, the amateur champion of the Northwest, had led in each lap, but in the eighth lap he was taken suddenly sick, presumably from taking a pace, which was, considering the roads and the wind, too great for him to keep. The race now lay between Charles Barwick, J. Purvis-Bruce, J. R. Stockdale and W. C. Cutler. Barwick forged ahead at a fast pace, and soon had a lead which made his competitors tired. At the end of the 23d mile, in the ninth lap, Stockdale rapidly gained on Purvis-Bruce, and a brisk fight for the lead ensued, which was kept up to the tape. Chas. Barwick made the distance, 25 1-2 miles, in one hour and fifty minutes. Three minutes

later Bruce put in an appearance with J. R. Stockdale lapping his little wheel. When within half a mile of the tape, both spurred and for a time it was doubtful which would win. Stockdale's final spurt was, however, commenced too late, as Purvis-Bruce crossed the tape one second ahead of him.

Seven minutes later W. C. Cutler covered the distance, he being the last of the four who completed the nine laps. The race was a tough one, and was far from being very enjoyable, on account of the condition of portions of the road and a head wind, which was unfavorable to the riders about one-half the distance of each lap. About 1000 people witnessed the race, the hottest amateur wheel contest ever witnessed in the Northwest. Three prizes were given, the first by the motor company, the second by the club, and the third by Heath & Kimball, the sporting goods dealers. The defeat of E. A. Savage, E. J. Hale and Colie Bell was a great surprise, as they were looked upon as easy winners. The behavior of the carriage people who witnessed the race, speaks well for Minneapolis, as with one exception no attempt was made to use the driveway during the race. The park policemen were on duty to preserve order, but the crowd was so good natured and obliging that police duty was hardly needed. A better behaved and more courteous set of people towards wheelmen than Minneapolitans would be hard to find. The park commissioners did all in their power to make the road race a success, and their courtesies do not lack appreciation.

Three Prizes Were Offered,
Three Victor Light Roadsters
Were Entered,
Taking 1st, 2d and 3d Prizes.

Overman Wheel Co.

182-188 Columbus Avenue,

BOSTON.

THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

W. W. STALL, 509 Tremont Street, Boston, Mass. Sole Agent for Eastern Massachusetts.

HOWARD A. SMITH & CO.,
Cycling Sundries.



Hose Supporters, Lighting Oil, Standard Tire Cement, Star Step, Newark Lantern Hanger, Knit Jersey Suits, Tire Tape, Lubricating Oil, Star Foot Rest, Luggage Carrier—any wheel, Caps, Club Uniforms made to order. In fact anything and everything in the cycling line. Send for catalogue.

Howard A. Smith & Co.,

Oraton Hall, - NEWARK, N. J.

STEEL BALLS
FOR ANTI-FRICTION BEARINGS.
—OF BEST CAST STEEL—

HARDENED, GROUND AND BURNISHED.
3-16 to 3 diam. Samples and Prices on application.
SIMONDS ROLLING-MACHINE CO.

FITCHBURG, MASS.

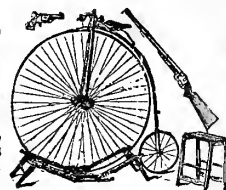
JOHN HARRIOTT,
MEDALS and BADGES,

Also BICYCLE CLUB PINS OF EVERY DESCRIPTION. DESIGNS ON APPLICATION.

3 Winter St. - - Boston, Mass.

**BEFORE YOU BUY A
BICYCLE or GUN**

Send to **A. W. GUMP, Dayton, O.**, for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nicked. Second-hand BICYCLES, GUNS and REVOLVERS taken in exchange.



**DAYTON
BICYCLE STAND
AND CAMP STOOL**

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price \$2, delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

SPRINGFIELD ROADSTER.

(Yost & McCune Patent.)

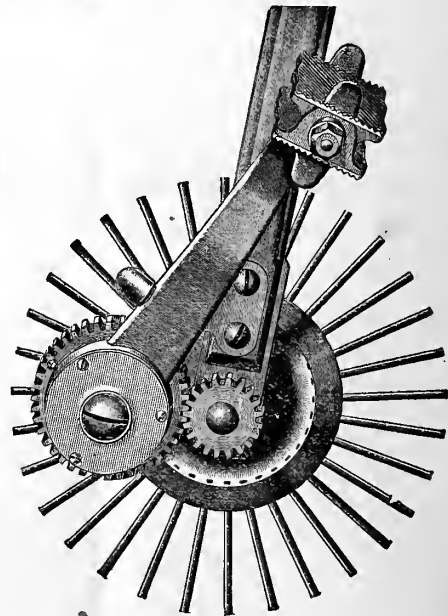
LONG DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.

The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the
Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



Light Running. Fish Adjustable Saddle.
Known to be the Best.

—Do not fail to examine before purchasing.



Perfect Control of Large Wheel.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches. The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth roadster. Agents wanted in all unoccupied territory. For further particulars address,

JOHN P. LOVELL'S SONS, Sole Agents for New England,

147 Washington St., cor. Cornhill and Brattle Streets, or SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.

\$1000 IN PRIZES.

GRAND BICYCLE TOURNAMENT, HARTFORD WHEEL CLUB, AT CHARTER OAK PARK - - - HARTFORD

WEDNESDAY, Sept. 7, 1887.

LIST OF RACES AND PRIZES.

- | | |
|---|---|
| <p>1. 1 Mile Novice.
1st Prize, Gold Medal; 2d Prize, Silver Medal.</p> <p>2. 1 Mile Hartford Wheel Club Handicap.
1st Prize, Engraved Silver Cup; 2d Prize, Silk Umbrella.</p> <p>3. 1 Mile Amateur State Championship.
1st Prize, Gold Medal; 2d Prize, Silver Medal.</p> <p>4. 1 Mile Professional Handicap.
1st Prize, \$40; 2d Prize, \$25; 3d Prize, \$10.</p> <p>5. 1 Mile Amateur Open.
1st Prize, Diamond Scarf Pin; 2d Prize, Alligator Travelling Bag.</p> <p>6. 1 Mile Amateur—3 Minute Class.
1st Prize, Smith & Wesson Revolver, in Case; 2d Prize, Ornamental Table.</p> | <p>7. 5 Mile Amateur Lap.
1st Prize, Columbia Light Roadster Bicycle; 2d Prize, Pair Field Glasses; 3d Prize, Silk Umbrella.</p> <p>8. 1 Mile Professional Championship of America.
1st Prize, \$40 and Gold Medal; 2d Prize, \$25; 3d Prize, \$10.</p> <p>9. 1 Mile Amateur Handicap.
1st Prize, Victor Safety Bicycle; 2d Prize, Colt's Rifle.</p> <p>10. 1 Mile Team Race—3 men.
1st Prize, Valuable Picture; 2d Prize, Engraving.</p> <p>11. Consolation Race.
1st Prize, Elegant Lamp; 2d Prize, King of Road Lantern; 3d Prize, Silver Butter Dish.</p> |
|---|---|

L. A. W. RULES TO GOVERN.

Entries close Sept. 3d. Entrance fee \$1.00 in each event. Send for entry blanks.

H. H. SMITH,

Drawer C., HARTFORD, Conn.

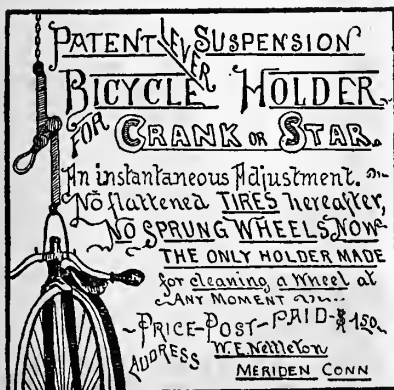
AN IMPORTANT ANNOUNCEMENT!

We beg to inform the readers of this paper, and the interested Cycling public, that we have purchased the patents, plant and name of the

LILLIBRIDGE SADDLE,

and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge will be carried out by us, and, as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of \$5.00 will also remain the same.

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8 and 10 Church Street,
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COMFORT IS A NECESSITY.

The Linen Sole Bicycle Stocking

embodies both these requirements, and Bicyclists cannot therefore afford to do without a pair of these superb stockings. The Sole, Heel and Toe are all made of a specially made unbleached Linen Thread of extreme strength, smoothness, elasticity and coolness. These stockings are not only the most comfortable made, but they will

Outwear any Two Pair

of cotton or worsted soled hose. Ask your dealer for them, and if he has not any send your size and the color desired to

**HENRY D. SMITH & CO.,
Rockland, Mass.**

Bargains! Bargains!!

**Fall Clearance Sale of Second-Hand Wheels, taken in Exchange for
NEW MAILS.**

**Needing the room for our Fall Gun Trade we have marked down these wheels to
close them off at once!**

48-inch Rudge Light Roadster (<i>good as new</i>)	\$55	54-inch Standard Columbia,	-	\$35
50-inch Victor Light Roadster,	65	54-inch Victor,	-	60
50-inch Expert Columbia Roadster,	65	54-inch New Mail,	-	85
50-inch Harvard (perfect and good,	35	55-inch Royal Mail,	-	55
50-inch Royal Mail (<i>good as new</i>)	55	55-inch New Mail,	-	75
51-inch Royal Mail,	60	56-inch Rapid (<i>really new</i>)	-	85
52-inch Sanspareil (<i>bargain</i>)	40	56-inch Challenge,	-	50
52-inch Victor,	65	58-inch Rudge Light Roadster,	-	65
52-inch Standard Columbia,	30	58-inch Cornell,	-	50
52-inch Royal Mail,	65	48-inch Star, Silent Ratchet,	-	60
53-inch Columbia Light Roadster,	60	48-inch New Mail,	-	85
54-inch Challenge,	40	56-inch New Mail,	-	75
54-inch Expert Columbia,	60	54-inch Royal Mail Racer (<i>New</i>),	-	50
54-inch Premier,	30			

Above are a part of our second-hand stock, but all will be closed out, and gives an opportunity to secure a wheel fully \$20 to \$25 under their worth next spring. Also Victor Tricycle, \$60; Royal Mail Tricycle, \$100, &c., &c.

Application should be made at ONCE, for they will be quickly taken up!!

SPECIAL OFFER.

Our **New Mail**, though its first year, has been a **Perfect Success**, and has had an **Extraordinary Demand**. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a **SHORT TIME ONLY** a few of these **Superb New Mails** in exchange for others!!! This we have **PERSISTENTLY** refused to do heretofore, as the demand was so great. Wheelmen desiring to Exchange their present old mounts for a

New Mail, with Trigwell Ball Head and Perfection Backbone,

will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time, as we do not care to place many in this way. Address,

WM. READ & SONS,
107 Washington Street, - - BOSTON.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,*12 Pearl Street,***BOSTON, MASS., U. S. A.**

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.**J. S. DEAN.***BOSTON, 26 AUGUST, 1887.*

WOODSIDE seems to be more successful in his attempts to knock out Father Time than he is to beat live flesh and blood. We take courage, however, and hope that his late successes in doing record work is an indication that he is getting back into his old winning form.

It will be observed on the reading of our English correspondent's letter that Howell will not come to America this year. This is undoubted authority, as this letter quoted is from Howell's own hand. Thus this important question is settled, and all "rumors" to the contrary can now be put down as unreliable and unworthy of credence.

AN English exchange, the *Cycling Journal*, credits America with inventing the rear-driving safety. Sectional pride prompts us to allow this credit to pass unchallenged, but honesty insists that we refute this erroneous statement. The rear-driving safety was invented and patented by an Englishman by the name of Lawson, in 1876. The difference between the present patterns and that of Mr. Lawson's, being that the original was driven by levers, while the modern machine, with a few exceptions, is driven by means of a chain. Seeing that the rotary motion was going to be called for in a majority of cases, Lawson, in 1879, invented the now well-known method of driving with the chain. This "first" rear chain driven safety had a front wheel of about thirty inches, and a trailer of about fourteen inches. From this pattern the now nearly perfected rear driver has evolved.

WE can scarcely coincide with the *Cycling Journal* that America is very much behind hand in wheel structural skill. Americans are proverbially ingenious in adopting mechanical methods of production in place of manual labor. While in the early days of manufacturing in the country the methods then employed might be called crude, yet the same cannot be said of the way the domestic cycles are at present produced. In fact, we have it on good authority, that labor-saving machinery is more generally used in the American factories than in England. The time was when had lots to learn from the English, but that period has passed, and in the present high standard of perfection that the bicycle has reached,

there is really nothing more to be learned on either side, certainly the Americans are to-day in no wise behind the English in structural science of production.

MR. E. C. ADAMS, of Battle Creek, Mich., arrived in Boston last Wednesday, having ridden 925 miles in sixteen days, actual riding time. He says that the best roads he struck were in Michigan, and the worst in New York and Massachusetts. From Albany to Fitchburg he found the roads, as a rule, vile, and the grades tremendous.

A PROVIDENCE, R. I., livery stable keeper reads a very instructive lecture to men who keep horses that will insist on shying at bicycles. He says he won't keep a horse in his stables that will make such a fool of itself as to shy at a bike. When he gets a green horse in from the country, his first business is to train that horse for city driving, and among other things, make the animal familiar with cycles.

ROWE and Crocker have been severely criticised because they ran their dead heat off at the late race meet at Cleveland in their street clothes. It has almost always been allowable for the men riding a D. H. to come to some compromise if they so desired, especially among professionals. Of course the ruling of the judges is final in case they desire differently, and the men in all courtesy should have made the appearance of racing, even if it was a hollow mockery.

WE are in receipt of a few lines from Mr. H. E. Ducker, late of Springfield, Mass. In the course of his chat he tells us that Buffalo has just finished laying eight miles of new asphalt paving, making a total street distance of forty miles of this kind of paving. This gentleman, together with his wife and daughters, has been doing Niagara. He took his tandem and single trike, and the appearance of the double caused a great deal of interest, as it was the first tandem ever seen at the Falls.

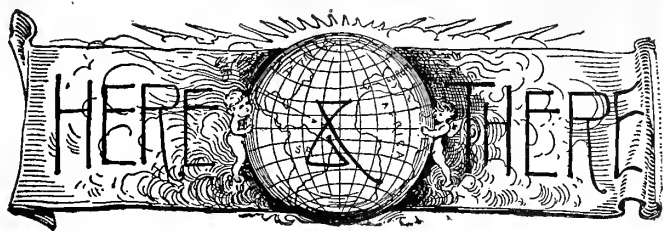
SPRINGFIELD is to lose another cycling celebrity in the person of Howard P. Merrill, who has been so long and favorably known as connected with the *Springfield Union*. Mr. Merrill has accepted a very advantageous offer made by the proprietors of the *Times-Mirror* of Los Angeles, Cal., and he will leave for that place September 6th. It is hoped that Mr. Merrill will be able to enthuse the South Californians in cycling matters like unto that he has so long inspired the Springfield people in times past. We wish Mr. Merrill all success.

MR. E. C. KLIPSTEIN has been having a glorious time since his arrival in Boston. Dr. Emery and the Roxbury Club members have done their level best to see that Klip has a good time. He has ridden considerably, and he found time to fill up on salt sea air (St. Louis *Spectator* please take note) by taking an ocean trip to Portland and back. He was amazed to hear of the attack made by the *Spectator* on some "specimens from Boston." He avers that the Eastern contingent were gentlemen one and all, and that "our friends" behaved themselves as they should.

THOMAS LLOYD offers a gold medal to any amateur making the fastest mile over the Queen's bicycle track, Queens, L. I., between August 13 and September 17, 1887, inclusive. Trials to be made on each Wednesday and Saturday, commencing at 3 P. M. He also offers a silver medal to the rider making the best time for quarter of a mile. Entries will be received up to date of last trials (Sept. 17). An entry fee of fifty cents will be charged; contestants have the privilege to ride each race day, as trials will be unlimited. Entries should be made to Thomas Lloyd, Queens, Queens County, N. Y.

THE Philadelphia *Item* wants to know why, that "now the New York Legislature has passed an act defining the status of the bicycle, why cannot like action be taken all over the country, and the standing of the bicycle and tricycle as vehicles be fixed once and for ever." The beautiful theory and practice of State's rights prevent the law of New York being accepted "all over the country." The millennium may come some day and then we shall all live under one universal law, based on justice and common sense. Then we shall have no absurd inconvenient sentiment which now makes possible all such silly bothering bosh as "State's rights."

THE hackmen at Niagara Falls when they beheld Mr. Ducker and his wife on their Columbia tandem could see that their occupation would in a few years be gone, for when tandems become a little more common there will be no use for hacks. Since going to Buffalo Ducker has become quite a wheelman, and he seems to enjoy the asphalt roads with a good deal of relish; almost every evening he can be seen out for a spin with his wife and daughters, and it is said that on his tandem that he does not intend to take any ones dust. The "indefatigable" is laying up a great big stock of expectations at being able to engineer Buffalo into being the cycling racing centre of America, *vice* Springfield.



ENGLISH LETTER.

"SENATOR."

My last letter, I believe, was from Birmingham, and since then the N. C. U. championships have been decided over the Aston track, and Illston has won all, with the exception of the fifty miles, and even in that he demonstrated the fact that he can "stay" and even make pace when mounted. I think twenty-five miles is sufficient to show a man's "staying" qualities, unless you want to see how far a man can go in a six-day or so. The fifty miles could be judiciously dropped from the list of championship distances.

FROM Birmingham the American team went to the "Springfield of England," Long Eaton, where Furnival made his famous mile in 2.30, dead. I saw a dozen persons there who held stop watches on the famous Beretta rider that evening, and they all declare "Furni" did 2.30 or a shade inside. I have no reason to disbelieve their statements, or the officials who "officialled" on the occasion, as with poor surface conditions and a nasty wind, Temple of my team did 2.37 in a handicap from scratch. With a good surface and a calm night, and good pacing, I'll wager my profit of the tour that Temple can do 2.30 from pistol shot.

THE Long Eaton track is about two and one-half laps to the mile, and the surface is composed of fine burnt brick dust cinders and fine lime mixed—the lime serves to cement the surface. The corners are well laid and easy to negotiate at full speed. The club house, although Long Eaton is a mere village, will compare with any for elegance of appointment. The secretary and manager of the Long Eaton Athletic Company is John Cooper, an industrious, enterprising young man. Our sports on Saturday, July 23d, were well patronized, and some good racing took place. A race for "Suspenders" of the N. C. U. was put in at my suggestion, and Fred Englehardt, "the Safety demon," Fred Allard the all round rider, (principally trike) and "Jack" Lees of Clay Cross, now manager for Humber at his Nottingham store, were the competitors. I wish to draw particular attention to this same "Jack" Lees. Mr. Lees is the exact counterpart of W. A. Rowe, with about thirty pounds extra weight to carry, and a splendid physique which rivals the Lynn boy's. Lees is the most determined man on a wheel I ever saw. Without a day's training he got up on his safety and chased Englehardt to the post, the latter having to do all he knew to defeat the fat "Jack." If you ask me to point out a man who has taken my fancy for a champion during my five years travel, "Jack" Lees is the man. It may be possible some of the American "pros." will have an opportunity of studying this modern Samson's form ere the summer of 1888 is through. The only obstacle in "Jack's" way of travelling is a beautiful young wife and a young Miss Lees.

WOODSIDE, as the cable no doubt informed you, knocked out the ten-mile English "pro." record by Battensby, at Long Eaton, beating records from 5 to 10 inclusive, and after waiting a few days for a favorable opportunity to do further damage (the wind being contrary) he skipped to Brighton, where we inaugurated professional racing for the first time on July 30th. Brighton, as many of your readers are no doubt aware, is on the south coast of England, and is considered the place of seaside resorts. A beautiful beach and splendid swimming and promenade made me anxious to be gay at Brighton much longer than the three days of my stay. Here there is a track much like Long Eaton, and less than three laps to the mile being something less than two and one-half, the surface being fine cinders. Temple from scratch did 2.39; ten starters, "yours truly" being second. The ten miles served to show that W. M. Woodside is once more showing Springfield form, and he galloped home first in the same sweet old way as BICYCLING WORLD readers remember him doing at Springfield and Lynn. Coming back from the races, I took notice of the thousand and one strolling musicians who make a continual band from morning till night all over beach and town; and while wandering along my attention was drawn to three string musicians, or rather, three violin players—father, mother and daughter. They were surrounded by a good-natured English crowd, that was contributing its mites freely, and thinking

that the incident might interest cyclists I give it. A placard bore the following inscription: "Please read the following: I was thrown from my bicycle in May, 1880, the tyre coming off my wheel and locking the driving wheel. I was picked up insensible and conveyed to the hospital, where I remained upwards of three years, undergoing various operations the whole time, and finally discharged incurable by a committee of eleven doctors, having injured 'the spine of my back' [I didn't know there was more than one spine.—Correspondent.] which has taken the use of my legs entirely, leaving a wife and children dependent for support on charity, I take this means of earning a living. Wm. Miller, Nottingham, late spinning frame worker." The music was first-class, but I cannot see the good W. M. does cycling by parading his unfortunate accident. It is ten to one that W. M. was rushing down some steep grade recklessly and received the consequences. I paid my mite and passed on.

FROM Brighton, starting at 8 A. M. on Sunday, July 31st, we proceeded by the alleged British railroads to Bridlington Quay, a delightful seaside resort in Yorkshire—distance 245 miles—and we reached our destination on Monday morning at 8 o'clock, after travelling 24 hours, and doing record (for slow work) in the "stage coach" railroads. "The great international" tournament between English and American teams took place same day on the grand four-lap track owned by the Bridlington Quay Athletic Association, and here I might say this is the fastest four-lap track in England to-day. The surface is composed of fine ashes, lime and brick dust, and is something like the Woodstock, Canada, track, having the advantage of easier corners. Temple again won the mile from scratch in 2.35 1-2, and I came in second by half a yard with 90 yards start, Woodside third by a foot; the three English Robb brothers of Birmingham, and Farndon of Northampton, with starts of 30, 50, and 100 in the rear. The five miles scratch was a grand contest, Woodside winning by a length from C. H. Robb; Morgan third by five yards; time 14.50. Some 5000 people saw the sports, and 3000 more turned up on the following Thursday to see Temple break the half-mile record of 1.17 made by Duncan at Leicester. Temple with Morgan and Robb pacing, did the grand performance of 1.13 1-2, although a stiff wind was blowing. Woodside rode 21 miles less 279 yards in sixty minutes; and Morgan from 95 yards won the mile open handicap in 2.37; Temple second by fifty yards; Robb third. We had a good time swimming, fishing and shooting during our five days at Bridlington.

SATURDAY, August 6th, found the team at Halifax, and some 6000 people again paid toll to see the "Yankee wonders." Temple won the mile from scratch by a length from Morgan, on a rough track with a gale blowing in 2.57; four other riders ran. Woodside won the five-mile open scratch race; Robb second; Morgan third.

OUR second engagement here at Great Grimsby to the Worsley Cricket Club on the 9th and 10th served to prove that R. Temple of the American team is the fastest sprinter in England to-day (possibly barring Howell). He rode three races, one-quarter, one-half, and one-mile against F. J. Lees; then ten, twenty and twenty-five mile champion of England and the fastest rider, now Howell has temporarily retired. The festive "trick" rider won a 1 three, looking round easily at his opponent at the finish of each. Woodside's further improvement showed him to good advantage, and he gave Wood, the new professional of North Shields, fifty yards in the five-mile and beat him after a rattling finish. It will be remembered Mr. Wood beat Lees, English, and Battensby recently in the fifteen-mile championship, also in the ten-mile at Leicester recently. Woodside once more has the old strong dash that characterized his American riding.

WE go from here for North Shields to-morrow, where Woodside meets Battensby, and Temple meets Wood on the 13th, 20th, and 22d, putting in the 18th at a little town called Selby where we are engaged. A telegram to-day from the apostle of "Amateur Abolition." J. R. Fogg of the North Shields Club telegraphs as follows: "You will be met at station (not police station) by uniformed club; address of welcome will be made by Mayor and Councilors; covers laid for forty." This speaks still further how we are treated by the whole-souled Britishers.

You have been worrying a good deal round Boston about "the coming" of Howell. I am now in position to state that Mr. Howell won't visit the States this year, as the following note from the champion explains itself: "I don't expect to go to America this year, as the outlook here is much better than over there. I will be pleased to meet Rowe, however, when I do go, and I will write you further about the subject we talked of. Make no other arrangements until you hear from me." Signed, R. Howell.

I WILL soon be prepared to give your readers something definite regarding the strong team of European and British riders, who will

cross the pond early next spring. Negotiations are now in progress to form an exceptional strong team, and Mr. Howell will probably be at the head of it. We have had races twice a week for the past two months, and there seems no prospect of a "let up;" we sigh for rest. "When will it come?" is the question.

STROLLING out at six o'clock the other morning before the rest of the household was astir, I wandered down the street, and the sweet strains of music—a church organ—attracted my steps to an ancient church, which stood a little out of the main thoroughfare. I walked round the place, trying the different doors, until I came to one which was open, and in I walked. The first thing that drew my attention was a full-sized sculptured man, laying on his back, in regalia of some centuries back. The following inscription with difficulty was made out: "G. Grimes, 1334." "Who in the dickens is Grimes?" I asked the genial young man who was vigorously pounding the thousand-pound organ which graced the old edifice. "That was the first man who came here, and the town, Grims-by, is called after him," was the reply. The thoughts that followed put me in mind of the words in the "Burial of Sir John Moore:"

"He lay like a warrior taking his rest,
With his martial cloak around him."

NOTES FROM

"PEDALS."

place, but many expressed their intention of revisiting it next season whether the meet was held there or not.

IF Harrowgate is ever to be imitated (and let us hope it may be) on this side of the water, there seems no question but Cottage City is the place for it. The conditions are well nigh perfect. Its comparative isolation, moreover, is a strong point in its favor, for the *genus* hoodlum has not yet reached the Vineyard, and there would be no such annoyance from outsiders as would certainly be the case if held near Boston.

AN amusing sight seen at the meet was a dripping, laughing group of cycling celebrities, Col. Pope and Harry Corey among them, perched upon Lovers' Rock, while Mr. Stall, clad in a very abbreviated bathing suit of rainbow gorgeousness, manipulated the camera. Pictures by subscription only.

THE "Hayseed Ramblers" (so called) had a big time by themselves. They were evidently old Big 4 men, for they had resurrected the famous steeple-crown hats covered with little flags and gay ribbons. One evening they agonized the town by hiring a tumble-down baggage drag, in which they paraded, blowing kazoos, singing, cheering, and making Rome howl generally.

REAR-DRIVING Safeties were well represented, some two dozen being seen among the visitors. The number of tricycles is prodigious. It is safe to say that there are more tricycles in use in Cottage City twice over than in Boston. Everybody rides them. Little tots of girls whose heads were scarcely as high as the handle-bar, young people, middle aged people, and elderly people. In and out among the crowd near the band stand, and all the way to Vineyard Haven they swarmed. "One young lady," said the local paper, "scored seventeen collisions in one hour. No damage done, however."

IN conclusion, let me express the hope that at this time next year the First Annual Cottage City Camp will be as pleasant a memory as the Massachusetts Division Meet now is.

ST. LOUIS.

"PHOENIX"

delegates, and the owners of the prospective site and others will attend.

THERE was recently a good prospect that the Missouri Club would lose its tennis grounds, and much anxiety was felt by devotees of the racket. The spectre has vanished and the players of both sexes are happy.

M. G. SPRING, the lad who took his cycle into the Indian Territory for use in ranch life, is again among us. He has been trying the coasting qualities of the Star, and a photo shows him descending the Exposition steps on the machine.

CHRISTENSEN, our expert photographer, is responsible for the camera boom which rages fierce and fast in Missouri club ranks. Sells, Keith, Londerman, Boswell and a number of others have been his pupils, and turned out dandies with the lense and tripod.

"PETE," the curious looking character who holds sway at the Forest Park "pump," turns an honest penny by dealing in cycling tabs and scraps, which are lost in his little domain. His latest is to beg the loan of some photographer's negatives, and have pictures printed therefrom for sale.

SMITH, the "schemer," last Sunday left De Soto behind him, and penetrated the unknown region beyond. He found the hills not so long as the regulars on this side, but says they are short and very steep, falling away in step-like jump-offs. "When I wasn't coasting I was flopping," he said.

THE young men of Clarksville are bitterly jealous of St. Louis cyclers, and consider them soul-less monopolists of feminine hearts. 'Tis said that the Clarksville maidens carry on quite a correspondence with the aforesaid monopolists, and whenever a party of the latter are expected to visit Clarksville, the native swains are deliberately given the "shake." The boys up there threaten to desert the girls next winter, when good roads and hammocks will no longer allure the "St. Louis crowd."

NOTES BY

"THE KICKER."

I NOTICE in the last issue of the *Clipper* a cut purporting to be a portrait of one W. J. Morgan. I must say that the likeness of the feet of the Senator is a marvelous example of the limner's art; especially did I ecstasize on seeing how close to nature the artist came in drawing the starboard bunion on the Senator's off foot. The colors are well and boldly treated, and the knees show the perfection of the portrait painter's skill. But where I feel how feeble the strongest adjectives are, is when I try to express my admiration at the exquisite delicacy and speaking portrayal of Mr. Morgan's thumb. There is a certain *chic* about that thumb, and at the same time a dignity that cannot fail to thrill the beholder with holy wonder and homage to the great Gougemout, at this, his undoubted *chef-d'œuvre*. It is a great picture. [The Editor sends the proof of above back to me, with the emphatic query of "why the D—I don't you say something about the face?" The fact is that though my *nom de plume* would indicate that I was a cynic, I am of a charitable turn of mind, and as I cannot see the slightest resemblance to Mr. Morgan in the face part of the alleged portrait, I thought the least said the better. The editor further says that what I took to be a bunion is the Senator's ankle bone. That *may* be, but I have written it down as bunion, and a bunion I propose to have it recorded.—K.]

I READ of a cyclist who was run into by a horse and vehicle furiously driven by one of the genus Road Hogs. Result—smashed machine, and intense disgust of the cyclist. The machine put up for sale, and offer made of \$15. Disgust of wheelman intensifies so that he procures an axe and literally demolishes his bike. This, I think, shows that the particular cyclist in question has a very large bad temper, and a small modicum of good sense. Now if he had smashed the driver of the vehicle it would have been evidence of bad temper, but indication of fair judgement as to where he should vent his spleen.

I WAS handed a Providence paper the other day, in which was marked the following ad.: "Wanted a young man, etc., who must be smart and come well recommended, and must have no connection with bicycle club, base ball club, or lawn tennis tournaments." I am burning to make the acquaintance of this whole-souled Providence man. We pity all who through force of circumstances are brought in contact with him. To this narrow-minded creature, the breathing of heaven's first air is a venality, the healthful exercise of God given muscles is a horrid vice. I can scarce conceive of a man having such brutal ideas, and I utterly fail to appreciate the brazen effrontery of the man publishing same.

GOOD old Klip, of St. Louis had never seen the ocean before his visit to Boston, and so nothing would do but he must take a trip on the briny. Consequently he took an ocean day trip to Portland, Me. Ye chronicler stateth that Klip, seemed very much overcome by the stupendousness of the Atlantic. In fact, so excited became Klip, at what he termed the constant "climbing one side of the water hills and coasting down 'legs over' on the other side," that he had no stomach for lunch or dinner. He told me he "enjoyed it immensely," and then he smiled, but the smile had such a far-off, please-don't-do-it-again expression, that I was led to believe that Klip, was not always honest in asserting the true inwardness of his "feelinks."

I HAPPENED down Hartford way the other day and I struck a

"crowd of the "Wheel Club" men. They are a good lot and full of "go." De Blois is their little tin god on wheels. I could not find one man in Hartford who claimed to be posted that did not put this twenty year old lad down as the fastest amateur in America. "Great Ceasar's goat," said Goodman, "look what he did at Springfield on the 4th; he rode a mile handicap from scratch, Hart, of Meriden, being with him; there were thirty-one in front of the pair, the track was rough, and De Blois rode a roadster. [They all did that—Ed.] He passed through the whole crowd, having, of course, to ride on the outside of the track, thus running a good bit over the mile, and yet the lad did it in 2.46. Now figure the time he would have done it if he had a good track, a light machine, and had no crowd to navigate through. I tell you," continued the enthusiastic Hartford man, "the time would have been near the 30 mark." Whereat, I polished up my fly pasture and thought a great, big, deep think.

It appears that considerable of a rumpus has been kicked up in St. Louis over the withholding of prizes from certain riders by the Mo. A. A. C., because said riders loafed, yea, dawdled round the track, instead of winging their way and scorching like all possessed. The disgruntled contestants growled out dire threats of lawsuits, the Mo. A. A. C. authorities snapped their fingers and whispered "don't you wish you may get 'em." Mr. Rhodes, chairman of the Mo. A. A. C. Board Directors, writes a long letter to the *Republican*, in which he covers three-fourths of a column, but carefully avoids the real question at issue. The presence of Chief Consul Brewster as an officer of the meet is of course only an indication that the L. A. W. had blessed the club with its sanction. Now if the club rules allow officials to make special rules for special occasions, and that such ruling is final, then I lay me down on the flat of my back, and cry aloud for justice. If on the other hand, L. A. W. rules were supposed to prevail, then you can just count me in on the fracas and depend on me to square off at any man who says the position of the Mo. A. A. Club is proper. Two wrongs do not make a right. It is a grievous wrong, this loafing, jockeying business, and I get right down on my pattela and pray the gods to suggest a remedy. If ye gods respectfully decline to vouchsafe to reply, then I want to say amen to the WORLD's proposed remedy, (i. e.) "class racing and time limit!!"

RECORD OF THE WEEK.

POOR Klipstein has to go back to St. Louis and endure the good-natured raileries of his friends, because Corey Hill proved too much for him. Once he came within twenty-five feet of the top, and he relaxed his effort long enough to expand a smile at Dr. Emery who was awaiting his arrival, watch in hand. Unfortunately for good old Klip., the bike took that opportunity to bunt against a rock, which deflected the course of the wheel from the straight and narrow path into the d'tch. The smile of victory was hastily recalled, and Klip. thought it best to get off and walk the balance of the distance. Mr. K. says Corey Hill is as steep as Son-of-Gun.

THE American trick rider, Dan Canary, is said to be ill in Madrid, Spain.

WE hear that Fenlon, the English amateur, is about to leave his home for New Zealand.

MR. GEO. H. DAY of the Pope Mfg. Co. has just returned from a trip to England.

W. A. ROWE will have to wait another year before he can meet the premier English pro., Howell.

READERS will do well to read the advertisement of the Rhode Island Division L. A. W. race meeting, to take place September 20.

VICTOR Light Roadster No. 5333 has been stolen from Mr. S. K. Andrews of St. Louis. Keep your eye open for the above number.

IN common with all wheelmen, we offer our most sincere sympathy to President Bates on the death of his wife, which occurred two weeks ago.

TIME limit on all races except championships will be the rule at the tournament of the Hartford Wheel Club, September 7. This will insure fast time.

MR. J. E. PRATT, of Flint, Mich., recently made a trip covering 2300 miles, taking two and one-half months to do it in. Total cost \$93.15. We think this record, so far as economy goes.

ROSS, Hosmer and McKay have been racing down at Cottage City on the Kempster Rowing tricycle. In a late race of ten miles, Hosmer won in 39m., with Ross a close second. Considering the fact that the track was 13 laps to the mile, the time is fine, and the possibilities of the rowing machine for track work, is unknown.

MR. W. E. BARTON, formerly with Wm. B. Everett & Co. of Bos-

ton, has accepted a position as general manager of the Massachusetts Mutual Life Ins. Co. for State of Colorado. He left for this field of labor last Wednesday. Mr. Barton has a very large acquaintance in Colorado, having lived there in former years. The well wishes of the numerous friends will follow this gentleman in his new undertaking.

WE hope a new era has arrived in cycle racing, as from all accounts the Cleveland races were reported as being the most interesting seen in some time. Scarcely any loafing during the entire three days.

WE made a call on Mr. John Read last Monday, just to welcome him back to America after his flying visit to London. The six weeks away from his desk has done him a world of good, we are happy to say.

ONE of the most interesting races to be given during the tournament of the Hartford Wheel Club, September 7th, will be the one-mile professional championship of America. A medal will be given in addition to the money prize.

WE hear through our English exchanges that the makers of the Cunard cycles are offering their business and plant to the highest bidder. Has this announcement and the disappearance of Rogers & Co. (?) any bearing on each other?

THEY are having an American summer in England, the thermometer has been dodging up in the 80s and 90s as merrily as it does with us, hence the American custom of riding, coats off, during the torrid season, has become a wise custom in England.

ONE of the ways they perpetrate practical jokes in St. Louis is to pretend to steal a friend's bicycle. The joke (?) is supposed to exist in the working up the victim to a white heat of apprehension, and then letting him down gently by suddenly confronting him with his long lost love.

THE California Division felt aggrieved at a certain article that appeared in the *Bulletin*, and they at once demanded an apology. The matter being referred to the Executive Committee, Vice President Hayes "explains" in an official way that no offence was intended, and therefore the Board cannot see cause for "apology."

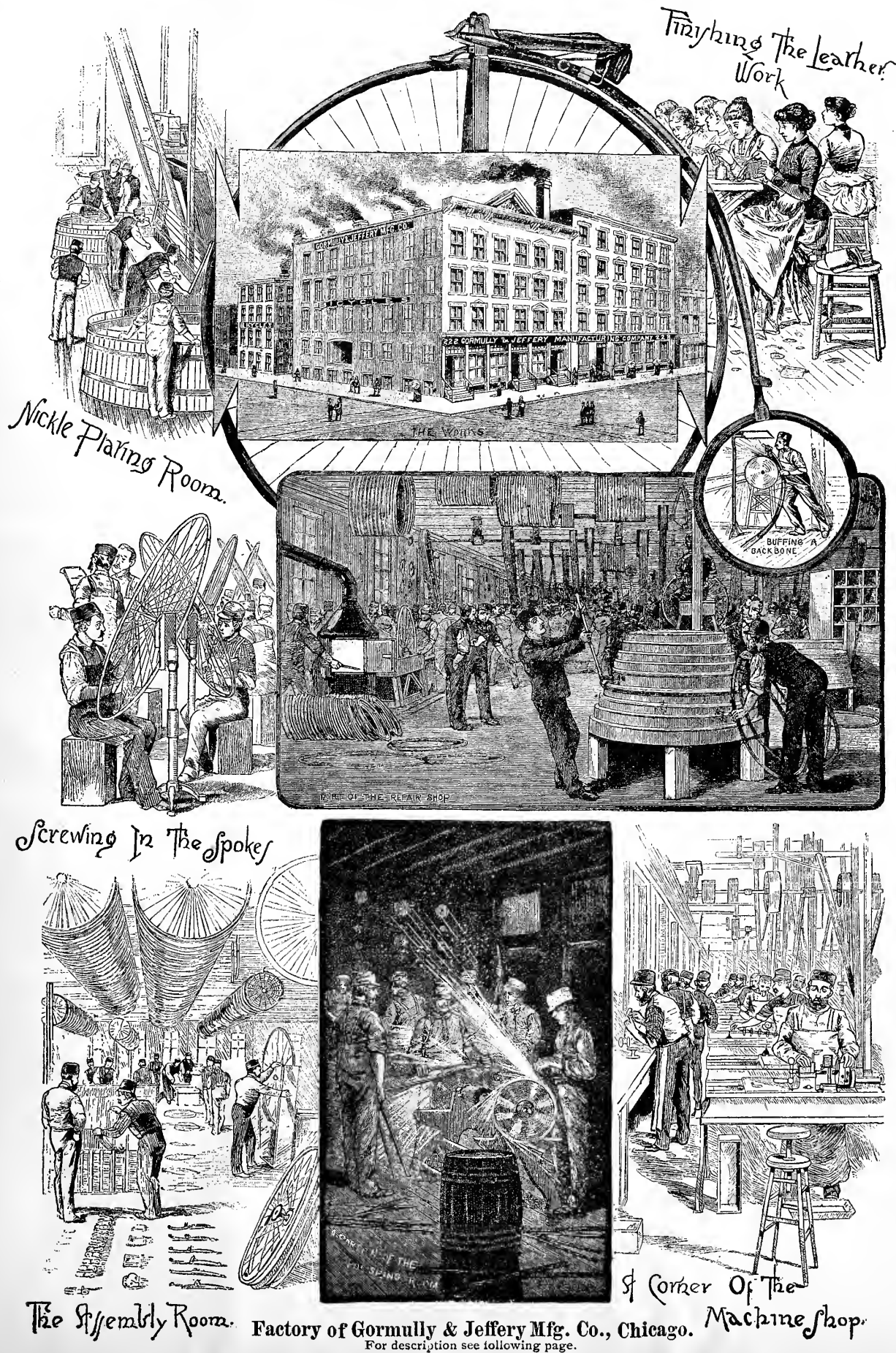
THE East Hartford Wheel Club will hold its third annual fall race meet September 17. A choice programme of races, ten events, has been made up, including the famous half-mile handicap in heats, which proved so attractive in the spring. The races of this club are always interesting, and visiting wheelmen are made welcome.

ALL Philadelphia cyclodom is agog over the coming Tryon Cup race. The papers are full of it and the wheelmen talk nothing else. In the meantime the Germantowns assert that the management might as well hand over the cup, as that club feels confident of winning. The date of this much talked of interclub race is September 10. The course selected, the Lancaster pike.

THE Maverick Wheel Club of East Boston will have a road race meeting at Winthrop September 5. The ten-mile course will be start at foot of hill on other side of junction, over bridge, and turn into Pleasant street, continue round to Great Head bridge, then turn sharp to left on Shirley street, continue round the corner of Pleasant and Main streets, round this circuit twice and finish there at tape.

A FEW irresponsible boys of Willows, California, have made cycling so obnoxious that a number of merchants and farmers have signed an agreement to boycott all who ride a cycle. There is a moral here that we may well take to heart, and it is:—"Sit down hard on all inconsiderate and irresponsible cads and kids who, unfortunately have taken a fancy to our sport, and have no regard for others' rights or feelings."

MR. A. B. LEWIS, of St. Louis, has just returned from a trip abroad, and he gives his impressions to the *Post Dispatch* man; among other things he observes that fully half the wheels ridden are rear driving safeties, and he feels sure they are the coming wheel. The fair sex, he found, are taking to the wheel very generally. In making a ride on a wheel from London, a distance of about twenty miles, on the hottest day experienced there for years, he passed many lady tricyclists en route. Arrived at the end of the ride all the wheelmen sat down to dinner. But they were no longer wheel "men" exclusively, for at table sat half a dozen ladies who had pumped all the twenty miles out, some alone, others with their husbands. He thinks there is less club life among the wheelmen than there is here. The English are great riders, "scorchers from way back," as he puts it. They have a bull dog pertinacity that makes them ride till they drop. In Germany, on the other hand, the riders are stiff, slow and awkward. They mostly ride with the pedal in the hollow of the foot, and, of course, have no dash in their movement.



GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

Description of Their Factory.

Where and How the "American"
'Cycles are Made,

From the Raw Material to the Salesroom.

Ingenious Labor-Saving Machinery.

See Illustrations on Preceding Page.

THOSE wheelmen who have not made a personal visit to Chicago are not likely to appreciate the magnitude of the bicycle manufacturing industry. Here are the large number of departments and varieties of handicraft necessary to produce with exactness and dispatch large numbers of the modern street horse, properly finished, equipped and crated for shipment.

Our representative was shown the first building erected on this continent specially for the manufacture of bicycles, shown in the foreground, at 222 and 224 North Franklin street, Chicago, and although it might seem at first thought that any well-lighted, clean manufacturing building would be as suitable for manufacturing bicycles as other exact machinery, we will show that a building planned specially for that purpose will have considerable effect in reducing the cost of production than one built for general uses.

We began our tour of investigation at the basement. The floor of this room is below the sidewalk, but the windows are of such a height that large supplies of bar steel and steel tubes, as they are received from the railroads, can be unloaded from the wagons, placed endwise to the building and rolled into the racks made at convenient heights to receive them. At the ends of the racks containing the tubes and rods are placed the cutting off machines. These are automatic machines, like lathes, which by revolving, using two cutters, cut a channel surface to the centre of the bar with surprising speed and with great accuracy in length.

The machines for bending rims are secured at the ends of the rack containing the straight lengths of peculiarly rolled steel from which the rims are made. Very rapid working tools these are, which seize a bar at its end, and immediately turned out a perfectly shaped circular rim ready to be joined at its ends.

Situated in close proximity are machines for scarfing the ends of the rims, and at the rear of these the furnaces for forging the ends. On the same ground floor are placed the large power hammers used for rough forging the various pieces; near them the 5500 pound forging machine, used exclusively for shaping the hollow forks. From this the brazing of the parts is done; also in this department, after the roughing out and brazing is completed, the forks and cranks are removed to the next, or north ground floor. The rims are placed on an elevator and moved to the fourth floor of the north building, 226 and 228, where the light and room is better adapted to the work of making the rims perfectly flat and true, and are perforated for the spokes.

In this latter department the spokes are cut by automatic machines from wire to exact lengths; there headed and threaded to fit either the hubs or nipples, and together are moved into one of the rooms of the smaller building on the left of the engraving, where the sketch entitled, "Screwing in the Spokes," was made. From this the wheels, when completed, are divided, those to be enameled, like Champion, Light Champion, Safety and Challenge, go to the floor below to be enameled. One-third of this floor constitutes an oven for baking the wheels, probably the largest in use, and capable of baking at one time the wheels and all other parts of over one hundred bicycles.

From this oven they are passed to the cementing department, and meet the Ideal parts, which have not yet been painted, where the proper amount of cement is placed in the rims by a machine specially adapted therefor; this machine does the work without soiling the hands of the operator, or depositing cement where it is not wanted. The rapidity with which it cements wheels is inconceivable to one who has been accustomed to cementing his own tire by gas or lamp flame. From the cementing machine they are passed to the men who apply the rubber tires, then forwarded to another room for a light baking to make the tires adhere, whence they are moved to the assembling room.

Now we will visit the ground floor again to see what becomes of the forks and cranks that were roughed out at the place the rims started from. We find that they pass to machines in the adjoining room, which bore threads and form them as required; the hollow forks are brazed on, having first been furnished with the fork-ends. From this place they pass to the filing room, and then to the polishing room, for all the forks are polished and nickeled before being enameled.

From this department they go the nickeling rooms, in which we see immense oblong and circular tubs containing the copper and nickel solutions, into which the parts are immersed and connected to the dynamos, which deposit the metal on the surface; whenever it is desired, from this department the nickeled part of the forks is again polished, and passed to the enameling department, meeting there the wheels which left the ground floor with them. From this they go to the inspecting and assembling room, ready to join the backbones when they arrive. These start from the same department as the forks and wheels, get into different departments as they become finished, and finally meet the other parts at the assembling room.

A description of the processes passed through by the other parts, handles, bars, saddles, pedals, and the various clamps and fittings, would be a repetition of the previous information.

We noticed many unique machines in our investigation that do automatically the work of many hands, better and quicker, to the successful operation of which is attributed much of the superiority of the productions of this company. The extent of the buildings and amount of machinery in constant use devoted to the manufacture of bicycles warrants our belief that no competitor in this country or England is better prepared to meet the demand for high class bicycles. We noticed many novelties being prepared for next year, even at this early date, and we expect for this company still greater success than has attended them in the last years.

ANENT certain items reflecting on the behavior of some of the Boston contingent lately appearing in the columns of the *St. Louis Spectator*, one of St. Louis's most prominent and respected wheelmen writes us as follows: * * * "I know I voice the sentiments of all St. Louisians when I say that a more agreeable, gentlemanly lot of men never visited St. Louis than the Eastern representatives. * * * If there has been any feeling engendered in Boston by the *Spectator* article, or any other article, that St. Louis is inclined to criticise the conduct of the Boston party or any part of it, please do what you can to correct this feeling, for nothing could be wider from the truth. * * * You will oblige me very much if you will let it be clearly understood that the boys of St. Louis do not sanction anything that may be said reflecting in the slightest degree on the Boston wheelmen." [It gives us the greatest pleasure to print the above extracts, and is certainly emphatic enough to remove any unpleasant feelings that might have been engendered by the *Spectator's* ill-advised charges.—ED.]

A SARATOGA correspondent of the *Phila. Times* thus describes a "narrow escape" and his impression thereon: "A wheelman was rolling along a gentle down grade. A carriage that was approaching him stopped just before he reached the heads of the horses. The occupants of the carriage saw the coming bicycle, and the wheelman, supposing they would sensibly wait until he had gone by, quickened his speed to accommodate them. What they did was to jump from the platform squarely in his way. The front wheel of the machine seemed to be about two feet distant from the girls and going at the rate of at least twelve miles an hour. There was no possibility of turning out, for the carriage was at one side and the gutter at the other and moreover the sharpest kind of a turn would not have prevented a collision. Like a flash he had leaped from the saddle to the ground and not so much as a flounce of the girls' skirts were touched by the wheel tire. It was a wonderful stop, but the girls apparently did not appreciate it, for they walked tranquilly across the road in front of the bicyclist without looking at him or showing any signs of perturbation. Yet they had had a narrow escape from a dangerous accident. The wheelman took off his cap and stood leaning on his machine watching the retreating girls in the greatest amazement. After a moment he remounted, saying in a dazed way: 'That was either the most foolhardy bravado, or the most stupid impudence I ever saw!'

Bicycling News has got 'em again. After a pompous flourish of trumpets over the unexcelled improvements in the only cycling paper of the world, (*Bi. News*, of course,) the editor allows the Yankeeophobia to work itself off in the following spleenful way: "Our American friends (the press) are still laboring in the mire. Those who have ever seen an American journal of the sport will agree with us that, if the American "wheelman" is at all like his Press, his cerebral development must be lax indeed. With the exception of the *League of American Wheelmen's Bulletin* and the *Wheelman's Gazette*, American cycling papers are just about where we were in the year of grace 1879. They are full of references to "Tuxed Jim" and "New Jersey Jake," and all manner of unknown readers, and the grammar and general "get up" are singularly suggestive of the *Cycling Times* and, alas! *Bicycling News* nine or ten years ago. "Cycling politics" are their chief subjects of discourse, and the manner in which the manufacturers (such as advertise, of course) are puffed is disgusting." Of course *Bi. News* must be right, and therefore we grovel. As for "Tuxed Jim" or "Jersey Jake" we are not aware that these gentlemen have been honored with our notice or acquaintance. Speaking of laxity in the cerebral development, we notice that this same issue of *News* which blackguards us clips several items from our columns word for word, and never credits. We call that "gall" in America.

THE QUIRISTERS' CUP.

THE discussion which has taken place during the past month upon the vexed question—"Should woman race?" suggests some curious reflections. "Should woman race?" may be answered negatively or affirmatively, "according" (as Mr. Weller has it) "to the taste and fancy" of the respondent, without prejudice to the purposes of this article, which is to be devoted to the developments probable from the action of women, if taken. Taking, then, racing women as recognized, and, if you will, beautiful facts to be reckoned with in our philosophy, let us look upon the racing path of the future. Picking up a cycling paper of the year 1899, we read as follows: "The race meeting held at the Pleasuries, Hyde Park, was a great success from every point of view, though the inclusion of a bicycle race for men was voted rather a bore. The Johnnies, as a matter of fact, don't care about men racing, and who shall stand against the joint opinion of the Johnnies and the Chappies? The great event of the day was the tricycle race open to recognized lady

members of the chorus, and as the Frivolity flyer, Miss Totty de Brompton, was on the scratch, with some notable travellers on the back marks, speculation as to the result took a wide field. Lord Johnny's book was said to rival the Sheffield Leviathan's Cesarewitch volume. Every precaution was taken for weeks before the race to avoid nobbing. A broken down tout, who had once been a professional bicyclist, was caught in the act of

PRESENTING A POISONED BOUQUET

to the charming and distinguished favorite, Miss Cyclista de Ballaye. He was thrown into the pit. A body guard of Chappies, with a chivalrous devotion worthy of the dark ages, had night after night waited at the stage door, and taken it in turns to see the favorites safely to their stables—homes, we mean. The great day dawned auspiciously, and all London flocked to the new track in Hyde Park. When we say all London, we don't, of course, refer to the City and suburban people. We mean *our London*, don't you know. The band of the Ladies' Touring Club, under the direction of that well-known road-scorcher, Madame Recorde, made things musically—hum. The track, two laps to the mile, was absolutely perfect, as, in fact, anything engineered by lady cyclists must be. The bell rang at 2 P. M. for the first heat of the bicycle race, and a number of unfashionable young men, at whom the Johnnies scoffed audibly, threw themselves into profuse and unmanlike perspirations by frantic girations on their obsolete machines. Their performance was of no interest to any one but themselves and the police, who were looking out for a notorious criminal who had at a late meeting boned Mrs. MacGrinder's back hair, tied it to his bicycle head, and ridden jeeringly away to the great grief of the Chappies in attendance on the widowed athlete. "After this terribly-tiresome event, the track was cleared for the event of the day. There were six heats, with three starters in each, and the cheers of the multitude broke forth again and again, as with a

GRACEFUL PIROUETTE AND A KISS

of the finger-tips, unrivalled by any other artiste, Miss Spondulix took her position on the limit mark. She was quickly followed by the Duchess of Fulham and Miss Amaidie von Shorts; and the crack of the whip, followed by the starter's 'Houp-la!' was the signal for the commencement of the race for the 'Quiristers' Cup,' one mile on the flat. None of the competitors in this heat were favorites in the betting, and the victory of Miss Spondulix would have been scarcely noted by the ring (with which few of the ladies themselves were personally connected) had not the Duchess accused the winner of driving her on to the rails. This led to an altercation, which was only brought to an end by a male ruffian interfering with an abortive attempt to kiss the fair disputants. He was added to the list—of casualties—and the singing of the mocking-bird (a clock-work biper) announced heat No. 2. A burst of frantic applause greeted the appearance of the favorite, Cyclista de Ballaye. She looked hard as nuts, and trained to the hour for the great game. The muscles on her snowy arms stood out like a sixth at 'Nap,' and her fair face glowed with a resolution which would have made the fortune of an N. C. U. delegate in the old days. She was dressed in her usual Egalite Theatre garb, and many a Johnny lost his hat in the Vallombrosa-like shower which, in their careless way, they first threw up, and received only partially back again. The young Marquis Sanssouci was heard to remark:

'PON MY SOUL, DEAR CHAPPIE,

if the little woman don't win, I shall be bound to down myself. Gone a waker on her, don't she know, and I only hope she means widing stwait.' Tossing off a bumper of 'Boy,' and smiling gayly round her—an action which sent a thrill through the vast assembly, and sensibly increased the desire to field against her—she sought with her jewelled feet the silvered pedals. The other two competitors were ready long before her, and were murmuring in the sweet Tzlang tongue some reproaches against her tardiness. Odds of four to one on Cyclista were laid for the heat, and they were never in doubt, for, though the 'cham' had not done her much permanent good, she was a good deal faster than the other two (who lived at Islington) and, closing with them in the last lap, she won in a canter by six lengths. When they told her how much she had won by she modestly replied: 'I could do another lap easily, so pass the (de)canter.' A young man who was hanging on her words, let go at this and fell heavily. He was carried out of the grounds, and it was only when he bolted into a hansom that they found he was a welcher. The next heat was of little interest, except through some mismanagement, two ladies on the same mark collided before starting, their tongues getting horribly mixed. 'Pretty pair, indeed,' murmured an old gentleman, with a long beard and a twinkle in his eye, who had been secretary to that effete old association, the N. C. U. 'Jargonellish, I call it!' said his companion—a funny beggar called Low. They were moved on by the police for this treasonable criticism. The fourth heat brought out that champion

heavy weight, or rather carrier of weight, or rather still, backmarker—Totty De Brompton, who

WALTZED DOWN THE TRACK

from her dressing tent with a careless *abandon*, which brought tears into the eyes of the Johnnies, and excited the intense admiration of the crowd. Springing lightly into the saddle, she cast a look of scorn at her two opponents, who hailed from the third row of the Shoddy, and, without waiting for the prosaic signal, urged off on her impetuous career. A hurried consultation took place, and the officials decided, rather than offend her, to let the little matter slide. The other two, who were somewhat plain, but looked stayers, were accordingly hustled off by a band of Chappies, who were in turn dispersed by a rough with a bull pup, who said his 'arf-crown was on his girl, and he meant 'aving a run for his money.' A sov. settled this difficulty, and soon the sonorous 'Houp-la!' announced the fifth heat. Only two starters weighed out for this, and the betting was of an even character. However, Cherry Lacherie soon showed there was only one in it—herself; for, rounding the first corner, she drove her opponent into the rails, and a confused *olla podrida* of wheels, petticoats, shapely limbs, and screams was all that remained of Dolly, the delight of the domino. Cherry's action was a little eccentric perhaps; but who can race and then be wise? The sixth heat ended in a walk-over for Aimee Pearl—a strong band of mashers having cleared the opposition after a desperate fight with the ring, who said it was worse than the Black Ascot of 1884, only the other way. The other events we leave to non-cycling papers, and it now only remains for us to chronicle the final heat. When the numbers went up, Miss de Ballaye, the original favourite, who had headed the lists ever since Goodwood, opened strongly in demand, and the Johnnies tumbled over each other to take six to four about the laughing child of old Ballaye, the eminent bruiser. Suddenly a leading layer let out with

"FIVE TO ONE DE BALLAYE,"

and in two minutes she was friendless at thirty-three to one. The reason given was that she was coughing, and a new favorite in the scratch girl, Miss Totty, was soon found, her closing price being two to one offered in hundreds. At the post the quondam favorite showed a lot of temper and delayed the start by loud assertions that she was a 'laidy,' which of course no one disputed. Her supporters, with trembling lips, besought her to be calm, and the Marquis Sanssouci murmured tearfully in her pearly ear, 'If you lose I'm clobbered!' the only time his lordship was known to descend to slang. Getting away at last to an even start, the outsider, Aimee Pearl, cut out the pace, the favorite, of course, lying last, and as she always did most consistently. Going up the back straight Cherry Lacherie dashed to the head, and the favorite drew up on the outside. As they passed the enclosure the first time a cry was raised—'Spondulix wins!' 'Archer! Archer!' (a reference to a man who rode horses before women turned jockeys). But though the lady referred to answered bravely to the cry she failed for want of stamina and breath, and Cyclista de Ballaye, suddenly stopping to cough significantly and smile impertinently, put down her classically got-up head, ran through her women, and, amid the execrations of the ring, landed the easiest of winners by a score of yards. The victory was most popular owing to the straightfoward policy of the party behind the winner, who had always been allowed to cough when she liked, and drink bumpers from empty bottles. Sanssouci assisted later on that evening in supporting the Duke of York's column, which, in company with one or two other backers of Cyclista, he found to be in imminent danger of falling. We hear he will be presented at Court for this, and be decorated with the Order of the Forty Roberts; or may perhaps spend a month or so with other guests of His Majesty Edward VII., to whom all reverence. Thus ended a day that will be ever memorable in the annals of tricycle racing—that noble sport which ever since ladies commenced to patronize it has been dealing death-blows at the British turf and bringing into our modern life the glorious experiences of the Seven-hilled City, when Sempronilla whirled in her chariot against Anonyma, and the low, stern 'Habel' followed the inflection of the female thumb, deciding that a man should die."—"Junius Junior," in *Wheel World*.

RACES AT RICHFIELD SPRINGS, N. Y.

AUGUST 11, at the Driving Park, races of the Fort Schuyler Wheelmen: One-mile, novices—F. P. Hammer, 3m. 26 1-4s.; H. N. D. Beckwith, Utica, N. Y., 2. Half-mile—C. H. Meltz, Utica, N. Y., 1; W. Lamb, Smithfield, N. J., 2. One-mile, Richfield Wheelmen—W. D. Shoemaker, 1; W. A. Barker, 2. Three-mile, 10m. class—C. H. Meltz, 1; W. Lamb, 2; W. D. Shoemaker, 3. One-mile, championship of the F. S. W.—F. E. Manahan, Utica, N. Y., 1. Five-mile lap race—W. Lamb, 1; F. P. Hammer, 2; F. E. Manahan, 3. Tug-of-war—Fort Schuyler Wheelmen, 1; Wiontha team, 2.

TEMPLE AND WOODSIDE TR. UMPH ON THE WHEEL.

LONDON, Aug. 20, 1887. In a one-mile bicycle race at Jarrow, today, Temple beat Wood by one length. In a 20-mile race Woodside beat Battensby by two lengths.—*Herald*.

DUBOIS TAKES THE ENGLISH RECORDS FROM 5 1-4 TO 10 MILES.

No sooner did the Continental team set foot on English soil than they cast envious eyes on the existing records; this finally culminated in the successful attempt of Dubois to lower the English professional records from 5 1-4 miles to 10. We give the table by miles as made by Woodside and Dubois respectively:

MILES.	WOODSIDE.	DUBOIS.
6	17.12	16.56 2-5
7	20.00 2-5	19.46 3-5
8	22.58	22.39 4-5
9	25.47	25.32 2-5
10	28.34 2-5	28.26 1-5

Dubois now holds the English professional records for above distances and the intermediate halves and quarters.

THE HOUR ENGLISH PROFESSIONAL RECORD CAPTURED BY WOODSIDE.

ON Bank holiday at Bridlington Quay, England, Woodside made a big onslaught on the hour record, and also captured all the English professional records from 11 miles up to 25. At the end of the hour he had covered 20 miles, 1481 yards. The best previous was made by F. J. Lees, who covered 20 miles, 905 yards, in 60 minutes. Below we give Woodside's time from 11 miles to 25 inclusive:

MILES.	TIME.	MILES.	TIME.
11	31.30 1-4	19	55.34 1-2
12	34.22 1-4	20	58.15 1-2
13	37.15 3-4	21	1.01.07 1-4
14	40.08	22	1.04.04 1-4
15	43.01	23	1.07.02 3-4
16	46.00 1-4	24	1.10.04 1-2
17	48.55 1-2	25	1.12.13 1-2
18	52.30 1-4		

All the above stand as the best English pro. records.

NEW JERSEY C. & A. A. RACES AT ROSEVILLE, N. J.

SATURDAY was a big day at the Roseville track of the N. J. C. & A. A. The day was all that could be asked for, the track in good condition, the entry lists well filled, and a large audience on the grand stand and around the field to enthuse the riders. About 2000 people were in the enclosure, at least one-half of whom were ladies, and these were fully as demonstrative as the male portion. The races were run off with the usual accompaniment of long waits, and this served to keep the on-lookers in a good humor.

Much dissatisfaction was expressed at the non-appearance of the Columbia team, which had been billed for a sure appearance. These worthies, however, were not satisfied with the professional events, and refused to come unless the Association raised the amounts to a figure which they could not afford. The races, however, were *not* a failure on account of the non-appearance.

The first race was a one-mile novice, with five starters, and was won by A. W. Snow, Newark, in 3.11; R. E. Moss, Bloomfield, a good second.

Half-mile dash—Starters, Crist, Kolb, Stenken, Midgeley, Roberts. Crist crossed the tape, with Stenken close up, in 1.18 2-5.

One-mile, championship Bloomfield Cyclers—W. Van Wagoner, first, 2.58.

Two-mile handicap—Starters, Crist, White, Schartz, Midgeley, Van Wagoner, Harding, T. W. Roberts, Hall, Kolb. This race went to Crist, in 5.42; Schwartz second; White third.

One-mile professional handicap—Cornish, 100 yards; Frazier, 25 yards; McCurdy, 25 yards; Whittaker, scratch; Knapp, 50 yards. Whittaker had no trouble to win in 2.41 4-5.

One-mile tandem tricycle—Won by Crist and Hall in 3.17, from Dayton and French, of Fair Haven, Conn.

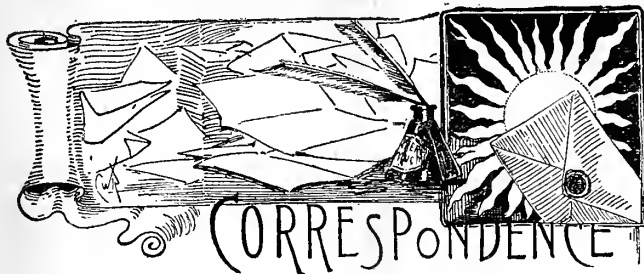
One-mile handicap—Eleven starters. Harding, 50 yards, first, 2.49; Stenken a good second; Kolb third.

Two-mile championship Passaic County Wheelmen—D. W. Roberts, 6.34 3-5.

One-mile, lap—W. E. Crist, first; Kolb, second; H. J. Hall, Jr., third.

Two-mile professional handicap—Two starters. Whittaker, first, 5.56 3-5; Knapp, second by a wheel.

One-mile consolation race—W. Lamb, Smithville, first, 2.55 2-5; Roberts, second.



AN EXTRACT AND A COMMENT.

Editor Bicycling World:—As you appear to take considerable interest in the road improvement question, it gives me pleasure to send you a clipping from one of our leading agricultural journals. The extract is from the letter of a county correspondent, in Indiana, but there are other portions of the country in which the remarks will apply well.

"Our road-working system is a loose one at best. The supervisor not infrequently shows favoritism, being apt to accommodate himself and neighbors by mending their roads to the neglect of other sections. Then, the waste of labor, and the unfulfilled requirements are beyond calculation. 'Road-working' is little short of a gala day. Men do not and cannot be made to feel that they are bound to render the same service as if working for wages. If the supervisor is unpopular, so much the worse for him. If he is popular, good-fellowship reigns, a sort of yarn-swapping contest being the order of the day, while every man does as little work as possible, and does that little in a haphazard way. There may be exceptions to this, but so far as my observations go it is the rule, and as a consequence, the good actually done the roads is so absurdly disproportioned to the labor ostensibly bestowed that the whole thing becomes a farce."

This "granger" correspondent hits the nail squarely on the head, and shows us the first point of attack in this matter of improving our highways. Taking the laws as they are, if the work done on the roads the present year could be honestly done—perhaps I should say *properly* done—there would be a considerable gain at the outset.

I heartily second "London W.'s" regarding the advisability of calling a preliminary meeting to talk this matter over, but before that meeting is called, full data should be collected showing what the laws are in the different States, and such statistics gathered as will enable us to talk to the point, and judge somewhat of the proportions of the undertaking. I wish President Bates would tell us something of the workings of the law in Michigan, as I think he has gone over the ground pretty thoroughly. Fraternally,

CHARLES RICHARDS DODGE.

THE ILDERAN CANADIAN TOUR.

Editor Bicycling World:—In your issue of August 5th, I find among other matter "Salina's" Syracuse notes. One of them reads as follows: "It appears from the prints that the Ilderan Club 'did Canada' on the train. A wheel trip by cars is something we never did like; you can make better time on a train, but such a run will not harden the muscle to any great extent. The road from Coburg to Belleville is excellent, and much smoother and more enjoyable riding than any railway ride in Canada could possibly be. Too bad you missed all this road, but suppose the races at Round Island Park made up for the 75 miles not ridden. The Syracuse Club takes some pride to itself in stating that every step of the road was ridden—and one of the party had been riding the wheel but a single month."

The malicious scribe who penned the above, evidently did so to evoke a retort from us. We ought to leave the matter unnoticed, just as if it had been the production of some stunted brain, but the detrimental fact that such articles have weight sometimes, as much as those based on fact and intelligence, causes me, though against my intention, to encroach upon your space in order to show the narrow-mindedness of the scribe in question.

When we arrived in Round Island Park we met three of the Syracuse Club, one of them probably was our noble scribe, "Salina." We truthfully told them how much of the way we had ridden, and when and where, under unfavorable circumstances, we had been obliged to resort to the railroad. They told us of their marvellous riding feats, one of them informing us that he had ridden ten miles in thirty minutes! When we gave them our longest day mileage, theirs, of course, exceeding ours, but mark the inconsistency! one said it was 68, another 72, and the third (the captain, I think,) 84

miles; if there had been more, the number would probably have risen more and more. "Too bad you missed this road, but suppose the races at Round Island made up for the 75 miles not ridden." What a silly attempt at carcasim! We varied the monotonous life of the hotel guests by giving some field games and races at the hotel, to witness which quite a crowd accumulated. In none of these could we induce our noble Syracusans to participate, for reasons best known to themselves. Afterwards a vote of thanks was extended to the club, which probably hurt the poor fellows' pride and roused their envy. Too bad!

We need not explain why we took the railroad, but ours was not a record-breaking journey, nor a feat of heroic endurance, but a journey of pleasure.

I trust to your sense of justice to give this insertion.

Yours,

ED. HORNOSTEL, JR.,
Press, Ilderan Tourists.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

A ROAD-RACE of twenty-four miles, over the national pike between Washington, Pa., and Brownsville, will be held during the second week in September, under the auspices of the Brownsville Bicycle Club.

THE old, tried and celebrated Lillibridge saddle, believed by many who have ridden it for years to be the best hammock saddle on the market. Made for all kinds of cycles. Price only \$5. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. *Advt.*

A PERUSAL of the official programme, as per *advt.*, of the races to be given by the Hartford Wheel Club will show that long races are not "on the list." This with the judicious application of time limits will make every event one of interest and snap.

THE twenty-mile race for the Tryon Cup, open to competition by teams of four men, each from all clubs in the Quaker City, will take place on the Lancaster pike September 10. The course will be a smooth piece of the macadamized road, starting from Bryn Mawr, where the race will also end.

THE Wonder saddle, wonderfully well suited for hard riding. Is of admirable shape. Whittaker has used it on all his runs and swears by it. In many sections of the country riders will have nothing else. Price \$6. Gormully & Jeffery Mfg. Co., sole manufacturers. *Advt.*

THIS is how the New Mail stands the racket. Mr. E. D. Fisher, of Nashville, Tenn., has ridden a Mail a distance of 1050, of which 853 was with the Canadian tourists. The route lay over some of the worst roads in the country, and as they averaged 70 miles a day when riding, it will be seen that the wheels had to "take it." During this hard usage the New Mail did not have one cent paid out for repairs; the machine went through without starting a bolt or a spoke. Five cents was, however, expended for benzine to wash the bearings out.

WE desire especially to call the attention of our readers to the official announcement, as per advertisement, of races and prizes offered by the Hartford Wheel Club at their tournament, September 7th.

THE celebrated Duryea saddle, which has been used for some years past by all the well-known racing cracks, is now being delivered by the Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. Price \$4. *Advt.*

THE departure of Howard Merrill for California will necessitate the choice of a secretary for the Springfield Club, Mr. Merrill having occupied that office since 1st January.

MR. B. C. REA has been appointed agent for the New Mail in New Orleans. Since Mr. Rea has taken hold the Mail is taking its proper position in the estimation of the cyclist of the Crescent City.

THE Cobblestone saddle. With it one can ride off the ordinary city curb without danger. Embodies the best points of all the hammock saddles. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. *Advt.*

THE London *Judy* has been at it again. This time the funny editors have resurrected that mummified joke about a cyclist being taken for a scissors-grinder by an Irish woman. We have all had a whack at that poor feeble old chestnut, and it seems a shame that at this late day it should be exhumed, revamped and presented to an easily amused British public as something new and screamingly funny. We now expect to see its ghost paraded as a healthy item in the columns of several of E. C's.

HA! HA!

Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

PEORIA, ILL., July 15th, 1887.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nickeled Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Rudges, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.
Yours Truly
GEO. W. ROUSE & SON.

HORNELLVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. CO.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,

W. B. KERNAN.

BUFFALO, July 14, 1887.

MESSRS. GORMULLY & JEFFERY MFG. CO.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.

Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.

Yours Truly,

JAMES H. ISHAM.

If you want a Cycle that is reliable, easy running and honestly constructed send for our Catalog.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, - - ILL.

N. B. We also manufacture a complete line of sundries, embracing oils, enamels, lamps, bells, shoes, jersey breeches and four celebrated hammock saddles.

BEFORE BUYING A TRICYCLE

CONSIDER THESE POINTS.

- The QUADRANT** led the way with the large steering wheel and its success compelled others to follow.
- The QUADRANT** led the way with a **rigid** steering wheel—a "sine qua non."
- The QUADRANT** led the way in the proper distribution of riders' weight.
- The QUADRANT** led the way with a central geared axle and with a long bridge over the axle.
- The QUADRANT** never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an automatic spring, nor any such past and passing contrivances.
- The QUADRANT** led the way—was original—has served as a model for imitation—and continues still the only true principle for a velocipede of three wheels.
- The QUADRANT** has done a mile ON THE ROAD in 2 min. 38 sec.—never yet approached. Has won every hill climbing contest it ever entered, notably the great Weatheroak contest, in which it finished 1st, 2d and 3d against Bicycles, Tricycles and Safeties. It holds the United States road record, 50 to 100 miles, done on a roadster—the 5-mile 1887 championship of England, and has won innumerable contests at home and abroad.
- The QUADRANT** is made by a firm who manufacture no other machines but Tricycles, who pay their men by the week (no piece work), who take pride in the history and traditions of their machines, hence its permanent superiority.
- The QUADRANT** is guaranteed, and the machines we import are built especially for American roads, possessing elements of strength to be found in no other machines.

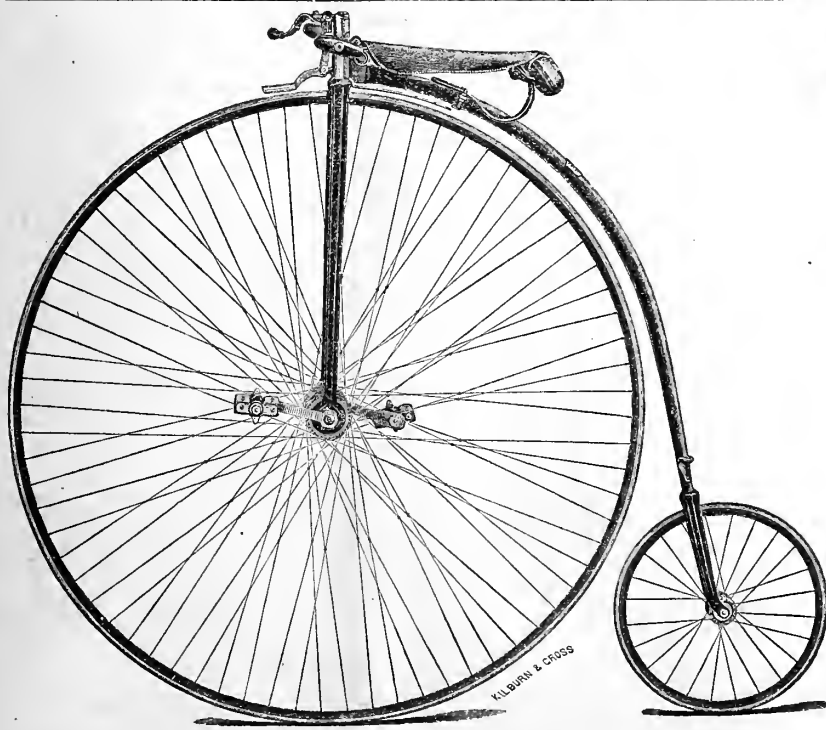
No. 8 for Gentlemen.

No. 14 for Ladies.

No. 15 (Tandem) for either or both.

Send for Illustrated Catalog.

SAMUEL T. CLARK & CO., Baltimore, Md.,
SOLE IMPORTERS.



NEW RAPID LIGHT ROADSTER.

THE NEW RAPIDS

Roadster, Light Roadster and Safety,
(Dover Pattern)

with the original and only perfect

TRUE TANGENT WHEELS,

Extensively copied, but never equaled.

Detachable Tubular One-piece
Handle Bar,

Warranted not to work loose.

Hollow felloes—6-in. cranks—square rubber ball pedals—black rubber tires—T., Pear or Spade Handles. Single ball bearings both wheels.

WEIGHT:

50-in., Roadster 40 lbs. Lt. Roadster 36 lbs.

Warranted Interchangeable

Send for Illustrated List. **AGENTS WANTED.**

SAMUEL T. CLARK & CO., - - - - **Baltimore, Md.**

FOR SALE OR EXCHANGE.

BICYCLES FOR SALE.—One 56-inch Expert, 1887 pattern; one 56-inch Royal Mail. Both in splendid condition, and will be sold cheap. ROBT. J. KEPPEL, Utica, New York.

BARGAINS IN CYCLES.—New and second-hand machines sold on instalments; lowest cash prices guaranteed; old machines taken as part payment for new ones; all kinds machines bought, sold and exchanged; bicycles and tricycles sold on commission; special instalment agent for Victor, Rudge, New Mail, Apollo and first-class machines; correspondence and inspection invited; send stamp for circular and terms. I. P. LORD & CO., 48 Union st., Boston.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BARGAINS—Victors, \$75, \$80; Standard Columbia, \$40, \$45; Experts, \$70, \$75; sizes, 48-inch, 50-inch, 52-inch, 54-inch. None but good wheels. Sent C. O. D., with privilege of examination on receipt of \$10. Freight prepaid upon receipt of price. VICTOR AGENCY, Mitchell, Dak. Lock Box 132.

BICYCLES AND TRICYCLES wanted, to supply our large demand for second-hand wheels; fair prices paid for same. I. P. LORD & CO., 48 Union st., Boston.

BICYCLES AND TRICYCLES, new and second hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

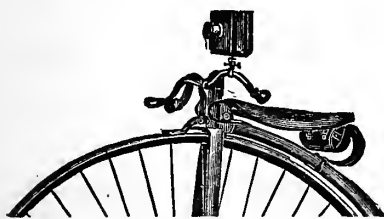
REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., Boston, Mass.

BICYCLISTS' "POCKET" PHOTO-OUTFIT:



Weight, only 12 ounces,
PRICE, \$12.00.

THE CONCEALED CAMERA, \$15.00.
Detective Cameras, Tourists' Cameras, Amateur Photographers' Supplies.

CATALOGUES FREE.

SCOVILL M'F'G CO.,

423 Broome St., N. Y.
W. IRVING ADAMS, Agt.

SECOND ANNUAL

* RACE MEETING *

OF THE

Rhode Island Division,

L. A. W.,

AT

NARRAGANSETT PARK,

Cranston, R. I.,

TUESDAY, Sept. 20,

(Opening Day of the STATE FAIR.)

~\$350 IN PRIZES~

THE EVENTS:

1. 1-4 Mile dash (Prof.), 1st heat.
2. 1 Mile novice.
3. 1 Mile tandem.
4. 1 Mile open Amateur.
5. 1-4 Mile dash (Prof.), 2d heat.
6. 1 Mile R. I. Div. Championship.
7. 1 Mile Professional.
8. 2 Mile open Amateur.
9. 1-4 Mile dash (Prof.), final heat.
10. 1 Mile Star.
11. 3 Mile Lap (Professional.)

Races Called at 1.30 O'clock, P. M.

With exception of Third and Sixth, there will be two prizes in each event. A third prize will be added in every event where there are six or more entries, and a second prize in the Tandem race for three or more entries.

The Narragansett Park track is a mile course, widely known as one of the finest trotting tracks in the United States, and for bicycles it is superior to any except the specially laid courses. The Division races will precede all horse events of the Fair, and the track will be in prime condition. The Park is accessible from Providence by frequently running steam and horse cars, or affords a beautiful 4-mile run over macadam for bike, trike or tandem.

ENTRIES CLOSE on Wednesday, Sept. 14.

Entrance fee, for each event, \$1.

Address Entries and all Communications to

GEORGE R. MCAUSLAN,

Chairman Racing Board, R. I. Div.,
No. 8 Elmwood Avenue,
Providence, R. I.

We make a specialty in

SECOND-HAND TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

Second-Hand Machines Bought
OR TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

SOLE AGENTS for New York for the Celebrated

NEW RAPIDS, QUADRANT and SPARBROOK CYCLES.

New York Bicycle Co.,

38 PARK PLACE, NEW YORK.

HARLEM BRANCH, 134th St. & 7th Ave.

RENTING AND REPAIRING.

Send for Circulars.

E. & H. T. Anthony & Co.

Manufacturers and Importers of

PHOTOGRAPHIC * *

* * INSTRUMENTS,



Apparatus and Supplies,
591 Broadway, N. Y.

Sole proprietors of the Patent Satchel Detective, Schmid Detective, Fairy, Novol, and Bicycle Cameras, and sole agents for the Celebrated Dallmeyer Lenses.

Amateur Outfits in great variety from \$9.00 upward. Send for Catalogue or call and examine.

More than Forty Years
Established in this line
of business.

The Lucidograph

will give the greatest amount of satisfaction to the photographer seeking enjoyment with the Camera because it combines all the desirable qualities.

Specially designed for Cyclists.

BLAIR'S CAMERAS AND OUTFITS
HAVE NO EQUAL

THEY CANNOT BE SOLD IN COMPETITION WITH OTHER MAKES
NONE OF WHICH POSSESS HALF THE ADVANTAGES



THE BLAIR CAMERA CO.
BOSTON
NEW YORK • PHILADELPHIA.

COVENTRY MACHINISTS' CO., LIMITED.

TWO MORE RECORDS

FOR THE

"MARLBORO' CLUB."

At Coventry, on Wednesday evening, in windy weather, Mr. F. W. ALLARD

LOWERED THE 1-4 AND 1-2 MILE TRICYCLE RECORDS.

Quarter-mile, 40 2-5s.; Half-mile, 1m. 22s.

On a "Marlboro' Club," Undoubtedly the Fastest Machine Ever Made.

AT VIENNA, JUNE 10th,

The Tricycling Championship of Austria was Won by A. Sild on

A Marlboro' Club.

239 Columbus Avenue, - - - Boston, Mass.

New York, PECK & SNYDER, 126 Nassau Street.

Brooklyn, CHAS. SCHWALBACK, Prospect Park Plaza.

Some Columbias.

CLEVELAND, Aug. 11—13, 1887.

One Mile Amateur L. A. W. Championship for Bicycle and Tricycle,

Tandem Race,

One Mile Professional Handicap,
Fastest Mile Ever Ridden at a
Tournament, 2.30 1-5,

Made on Columbias.

American Athletic Club,
New York,

Saturday, June 25, 1887.

**2 Mile Handicap won on a
COLUMBIA LIGHT ROADSTER.**

Boston Daily Globe.

MONDAY, JUNE 27, 1887.

Rhode Island Wheelmen.

PROVIDENCE, R. I., June 26. The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner of Warren came in first. Time, 1 hour 42 minutes 5 seconds. L. A. Dawson of Pawtucket second, C. M. Morse of Pawtucket third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

Kings County Wheelmen.

6th Annual Meet,

Saturday, June 25, '87.

**8 out of 10 Races won on
Columbias, viz.:**

1 mile novice, 2 mile handicap, relay race, 1-2 mile boys', 1 mile championship, Ilderan Club, 1 mile handicap, 5 mile State championship, 1 mile consolation.

Roseville, N. J., July 4, 1887

Races.	Winners.	Machines Ridden.
1 mile L. A. W. Championship.....	A. B. Rich.....	Columbia Racer
3 mile lap.....	J. H. Powers, Jr.....	Columbia Racer
1 mile Championship, Union Coun- ty Wheelmen.....	A. W. Pierson.....	Columbia Light Roadster
3 mile team.....	J. W. Powers.....	Columbia Racer
1 mile consolation.....	H. Powers.....	Columbia Racer

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

STARTERS.	Actual time	Minutes' Start.	Position
H. R. Winship.....	1:12:55	8 1-2	1
C. H. Seig.....	1:16:45	11	2
W. J. Maas.....	1:17:3	11 1-4	3
T. F. Palmer.....	1:17:31	9 1-2	4
H. Mangle.....	1:10:23	11	5
W. M. Cook.....	1:18:55	8 1-2	6
F. E. Spooner.....	1:11:43	11 1-4	7
C. B. Pierce.....	1:17:30	6 1-4	8
R. E. Schmidt.....	1:10:30	9 1-2	9
H. L. Wheeler.....	1:15:32	14	10
Martin Bowben.....	1:18:35	6	11
F. T. Harmon.....	1:19:47	6 1-4	12
T. M. Crennon.....	1:09:30	9	13
B. B. Ayres.....	1:11:7	6 3-4	14
M. D. Wilber.....	1:10:43	6 1-4	15
W. D. Buckley.....	1:14:00	9 1-2	16
W. A. Davis.....	1:12:25	6 1-4	17
Frank Riggs.....	1:16:23	10 1-2	18
H. L. Fulton.....	1:18:20	11	19
R. A. Ehler.....	1:18:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster....
2	Columbia Light Roadster....
3	Columbia Light Roadster....
4	Victor.....
5	Columbia Light Roadster....
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster....
9	Columbia Light Roadster....
10	Expert Columbia.....
11	Champion.....
12	Columbia Light Roadster....
13	Columbia Light Roadster....
14	Columbia Light Roadster....
15	Columbia Light Roadster....
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion.....

New Castle, Pa., July 4, 1887.

**Nine out of 13 events won on
COLUMBIAS.**

**THE TWENTY-FIVE MILE ROAD RACE AT
HARTFORD, CONN.**

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest and muddiest roads, in a pelting rain storm. * * * * * The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. * * * * * Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads, can realize.—*Bicycling World, June 17 1887.*

Starters.	Machine Ridden.	Position at finish.
L. A. Miller, 54-in. Columbia Light Roadster.		1st
Wm. Harding, 52-in. Columbia Light Roadster,		2d
E. A. Deblois, 52-in. Columbia Light Roadster,		3d
F. L. Damery, 51-in. Columbia Light Roadster,		4th
Ludwig Forster, 54-in. Victor,		5th
S. J. Mills, 58-in. Expert Columbia.		Did not finish.

Lynn, Mass., July 4, 1887.

3 mile amateur, 3 mile professional handicap, boys' mile handicap, 2 mile professional handicap, 2 mile amateur handicap, 1 mile run,

WON ON COLUMBIAS.

POPE MFG. CO.
COLUMBIA BICYCLES
And Tricycles.

Boston, New York, Chicago
Catalogue sent free.

SPRINGFIELD, July 4, 1887.

Races.	Winners.	Machines Ridden.
1 mile novice.....	H. B. Arnold.....	Columbia Light Roadster
1 mile, for boys.....	Geo. McClelland.....	Victor
1 mile, 3.20 class.....	Geo. C. Dresser.....	Columbia Light Roadster
1 mile handicap.....	E. A. Deblois.....	Columbia Light Roadster
1 mile club.....	W. H. Jordan.....	Expert Columbia
Special challenge, 5 mile lap.....	H. B. Wordsworth.....	Victor
1 mile ride and run.....	Thomas Harvey.....	Columbia Light Roadster
1 mile, open.....	E. A. Deblois.....	Columbia Light Roadster
1 mile consolation.....	D. P. Williams.....	Victor

TEAM RACE.

E. A. Deblois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points. **ALL RODE COLUMBIAS.**



THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.
5 cents a copy.

BOSTON, 2 SEPTEMBER, 1887.

Volume XV.
Number 18.

THE ROAD RACE.

The Most Spirited Amateur Race Ever Held in the Northwest.

(From Minneapolis Tribune, August 19th.)

THE 25-mile road race for the amateur championship of the State and of the Minneapolis Bicycle Club, was run yesterday afternoon on the Lake Harriet boulevard, the start being made at 3.07 o'clock. The authorities had been making every possible endeavor to prepare the boulevard for the race, but the recent rains had caused the surface in some places to be so full of ruts that fast time was well nigh impossible. The course as first decided upon was exactly 25 miles (9 laps of 2 7-9 miles each), but a portion of the course was changed to a slightly longer road, which made the race in reality one of 25 1-2 miles. The contestants and their mounts were as follows: E. A. Savage, Columbia Light Roadster; F. F. Stahl, Light Champion; Charles Barwick, Victor Light Roadster; W. C. Cutler, Columbia Light Roadster; J. R. Stockdale, Victor Light Roadster; A. M. Bell of Hamline, Victor Roadster; Harry Lackor, Columbia Light Roadster; E. J. Hale, Columbia Light Roadster; Charles Wicht, Columbia Light Roadster; George Schultz, Columbia Light Roadster; Colie Bell, Star; J. Purvis-Bruce, Victor Light Roadster; J. W. Urquhart, Champion. In the first lap F. F. Stahl, Harry Lackor and Charles Wicht retired from the path. In the second, J. W. Urquhart followed suit. In the fourth E. J. Hale and George Shultz quit the contest. Hale is reported to have been sick all last week and was in no condition to ride. In the fifth lap A. M. Bell of Hamline dropped out, as did Colie Bell. Something strange about this, as Colie Bell is one of the toughest road riders in the country and was apparently in excellent shape. E. A. Savage, the amateur champion of the Northwest, had led in each lap, but in the eighth lap he was taken suddenly sick, presumably from taking a pace, which was, considering the roads and the wind, too great for him to keep. The race now lay between Charles Barwick, J. Purvis-Bruce, J. R. Stockdale and W. C. Cutler. Barwick forged ahead at a fast pace, and soon had a lead which made his competitors tired. At the end of the 23d mile, in the ninth lap, Stockdale rapidly gained on Purvis-Bruce, and a brisk fight for the lead ensued, which was kept up to the tape. Chas. Barwick made the distance, 25 1-2 miles, in one hour and fifty minutes. Three minutes

later Bruce put in an appearance with J. R. Stockdale lapping his little wheel. When within half a mile of the tape, both spurred and for a time it was doubtful which would win. Stockdale's final spurt was, however, commenced too late, as Purvis-Bruce crossed the tape one second ahead of him.

Seven minutes later W. C. Cutler covered the distance, he being the last of the four who completed the nine laps. The race was a tough one, and was far from being very enjoyable, on account of the condition of portions of the road and a head wind, which was unfavorable to the riders about one-half the distance of each lap. About 1000 people witnessed the race, the hottest amateur wheel contest ever witnessed in the Northwest. Three prizes were given, the first by the motor company, the second by the club, and the third by Heath & Kimball, the sporting goods dealers. The defeat of E. A. Savage, E. J. Hale and Colie Bell was a great surprise, as they were looked upon as easy winners. The behavior of the carriage people who witnessed the race, speaks well for Minneapolis, as with one exception no attempt was made to use the driveway during the race. The park policemen were on duty to preserve order, but the crowd was so good natured and obliging that police duty was hardly needed. A better behaved and more courteous set of people towards wheelmen than Minneapolitans would be hard to find. The park commissioners did all in their power to make the road race a success, and their courtesies do not lack appreciation.

Three Prizes Were Offered,
Three Victor Light Roadsters
Were Entered,
Taking 1st, 2d and 3d Prizes.

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It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

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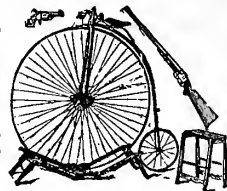
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(Yost & McCune Patent.)

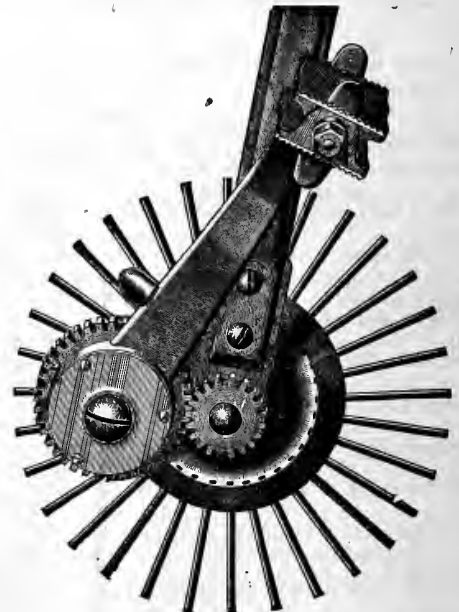
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Against "Headers" Made.
It is the Best, and it is also the
Cheapest.
Do not buy a wheel before you see the
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Light Running. Fish Adjustable Saddle.
Known to be the Best.

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Perfect Control of Large Wheel.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 30 inches; diameter of rear wheel, 20 inches. The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth roadster. Agents wanted in all unoccupied territory. For further particulars address,

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147 Washington St., cor. Cornhill and Brattle Streets, or SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.

\$1000 IN PRIZES.

GRAND BICYCLE TOURNAMENT, HARTFORD WHEEL CLUB, AT CHARTER OAK PARK - - - HARTFORD

WEDNESDAY, Sept. 7, 1887.

LIST OF RACES AND PRIZES.

- | | |
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| <ol style="list-style-type: none"> 1. 1 Mile Novice.
1st Prize, Gold Medal; 2d Prize, Silver Medal. 2. 1 Mile Hartford Wheel Club Handicap.
1st Prize, Engraved Silver Cup; 2d Prize, Silk Umbrella. 3. 1 Mile Amateur State Championship.
1st Prize, Gold Medal; 2d Prize, Silver Medal. 4. 1 Mile Professional Handicap.
1st Prize, \$40; 2d Prize, \$25; 3d Prize, \$10. 5. 1 Mile Amateur Open.
1st Prize, Diamond Scarf Pin; 2d Prize, Alligator Travelling Bag. 6. 1 Mile Amateur—3 Minute Class.
1st Prize, Smith & Wesson Revolver, in Case; 2d Prize, Ornamental Table. | <ol style="list-style-type: none"> 7. 5 Mile Amateur Lap.
1st Prize, Columbia Light Roadster Bicycle; 2d Prize, Pair Field Glasses; 3d Prize, Silk Umbrella. 8. 1 Mile Professional Championship of America.
1st Prize, \$40 and Gold Medal; 2d Prize, \$25; 3d Prize, \$10. 9. 1 Mile Amateur Handicap.
1st Prize, Victor Safety Bicycle; 2d Prize, Colt's Rifle. 10. 1 Mile Team Race—3 men.
1st Prize, Valuable Picture; 2d Prize, Engraving. 11. Consolation Race.
1st Prize, Elegant Lamp; 2d Prize, King of Road Lantern; 3d Prize, Silver Butter Dish. |
|--|--|

L. A. W. RULES TO GOVERN.

Entries close Sept. 3d. Entrance fee \$1.00 in each event. Send for entry blanks.

H. H. SMITH,

Drawer C., HARTFORD, Conn.

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Bought, Sold and Exchanged. Send for Second-hand List and our large Illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.



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Bicycles on Easy Payments.

New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

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NEW RAPIDS, QUADRANT and SPARBROOK CYCLES.

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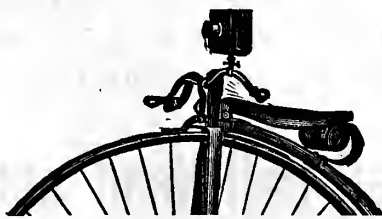
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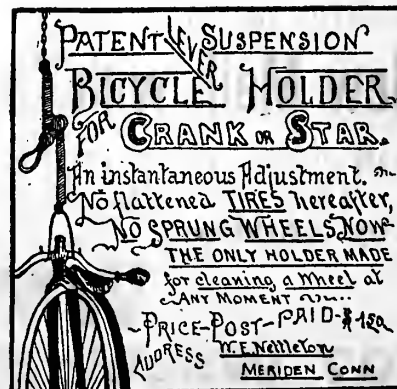
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Bargains! Bargains!!

Fall Clearance Sale of Second-Hand Wheels, taken in Exchange for
NEW MAILS.

Needing the room for our Fall Gun Trade we have marked down these wheels to close them off at once!

48-inch Rudge Light Roadster (<i>good as new</i>)	\$55	54-inch Standard Columbia,	-	-	\$35
50-inch Victor Light Roadster,	-	54-inch Victor,	-	-	60
50-inch Expert Columbia Roadster,	-	54-inch New Mail,	-	-	85
50-inch Harvard (perfect and good,	-	55-inch Royal Mail,	-	-	55
50-inch Royal Mail (<i>good as new</i>)	-	55-inch New Mail,	-	-	75
51-inch Royal Mail,	-	56-inch Rapid (<i>really new</i>)	-	-	85
52-inch Sanspareil (<i>bargain</i>)	-	56-inch Challenge,	-	-	50
52-inch Victor,	-	58-inch Rudge Light Roadster,	-	-	65
52-inch Standard Columbia,	-	58-inch Cornell,	-	-	50
52-inch Royal Mail,	-	48-inch Star, Silent Ratchet,	-	-	60
53-inch Columbia Light Roadster,	-	48-inch New Mail,	-	-	85
54-inch Challenge,	-	56-inch New Mail,	-	-	75
54-inch Expert Columbia,	-	54-inch Royal Mail Racer (<i>New</i>),	-	-	50
54-inch Premier,	-				

Above are a part of our second-hand stock, but all will be closed out, and gives an opportunity to secure a wheel fully \$20 to \$25 under their worth next spring. Also Victor Tricycle, \$60; Royal Mail Tricycle, \$100, &c., &c.

Application should be made at ONCE, for they will be quickly taken up!!

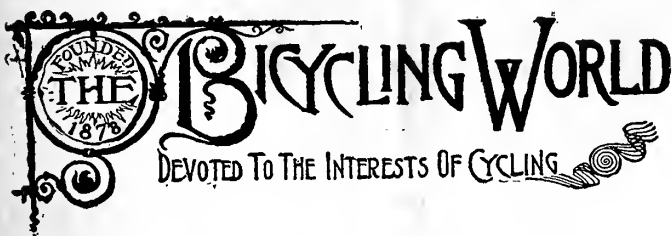
SPECIAL OFFER.

Our **New Mail**, though its first year, has been a **Perfect Success**, and has had an **Extraordinary Demand**. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a **SHORT TIME ONLY** a few of these **Superb New Mails** in exchange for others!!! This we have **PERSISTENTLY** refused to do heretofore, as the demand was so great. Wheelmen desiring to Exchange their present old mounts for a

New Mail, with Trigwell Ball Head and Perfection Backbone,
will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time, as we do not care to place many in this way. Address,

WM. READ & SONS,
107 Washington Street, - - BOSTON.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 2 SEPTEMBER, 1887.

FROM BOSTON TO CHICAGO.

A GREAT ROAD RACE.

SOME time last July the Editor of this paper was having a chat with Mr. A. H. Overman, and the conversation turned upon path and road racing. "Why not eclipse all former efforts in the road racing line, and give a thousand-mile race, say from this city to Chicago," said Mr. Overman. We must confess to a feeling of incredulity that the thing was feasible, but the more the question was discussed the more possible it looked to our eyes. The upshot was that we agreed to take the matter in hand, formulate rules, take all charge of checking, and, in fact, put the thing through to the best of our ability. Since that day we have been putting in some quiet but hard work to bring about the satisfactory consummation of this scheme. To-day we print the rules to govern the race, and also a skeleton of the route to be pursued. Next week we hope to publish the name of every village that the men will pass through, and later still, maps giving the entire route. Now what we want is,

HELP FROM THE LOCAL CYCLISTS,

and to that end we solicit the names of men who will consent to act as checkers in all places named. As a small evidence of appreciation for such valuable assistance, we have made a special inducement, as per the announcement following this article. The checking of men will by no means be left entirely to volunteer aid, as we shall have men on the road who will avail themselves of the railway and other means of conveyance to check and watch the contestants. The places of such checking will be known to no one except ourselves and the official checkers, as every effort will be taken to keep the checking points and the identity of the official checkers a secret. We wish the element of uncertainty as to the exact whereabouts of our checkers, to enter largely into the minds of the contestants. Some hesitation was experienced as to limiting the running time, but after due consideration we have determined to put such limit on, (i. e. from 6 A. M. to 9 P. M.), this in the interest of square running and proper checking. We can check during the reasonable hours named, but if it was a "go as you please," we should respectfully decline to manage the race, as checking during the whole night time would be more of a job than we care to undertake. The first week in October will be the date of the start, probably the 3d.

VOLUNTEER CHECKERS WANTED.

We print below a partial list of places where we want volunteer assistance in checking the contestants in the BICYCLING WORLD

road race. Local cyclist will oblige by sending in their names, and those accepted will be put on the FREE LIST of the BICYCLING WORLD for six months. "First come, etc." We shall print full and further particulars each week and also revise the list of towns and villages in which we want checkers:

Massachusetts, partial and incomplete: Fitchburg, North Adams.

New York: Albany, Loudenville, Watervliet Center, Schenectady, Hoffman's Ferry, Amsterdam, Tribes Hill, Fonda, Palatine Bridge, St. Johnsville, Little Falls, Ilion, Utica, New Hartford, Kirkland, Vernon, Onieda Castle, Canastota, Chittenango, Fayetteville, Syracuse, Camillus, Elbridge, Sennett, Auburn, Cayuga, Seneca Falls, Waterloo, Geneva, Castleton, Hopewell, Canandaigua, East and West Bloomfield, Lima, Avon, Caledonia, Le Roy, Stafford, Batavia, Corfu, Crittenden, Mill Grove, Bowmansville, Buffalo, Dunkirk.

Pennsylvania: Erie.

Ohio (incomplete): Ashtabula, Cleveland, Mansfield, Columbus, Springfield.

Indiana (incomplete): Hagerstown, Richmond, Indianapolis, Lafayette.

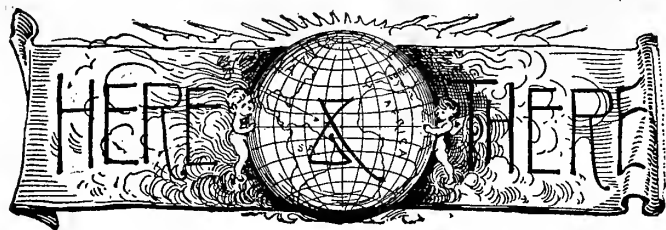
Illinois (incomplete): Oxford, Sheldon.

RULES GOVERNING CHICAGO TO BOSTON ROAD RACE.

BELOW will be found a list of rules to govern the great road race between the cities of Chicago and Boston:

1. Route of race between Boston and Chicago, or *vice versa*.
2. The best route will be selected and furnished the contestants at least three weeks before the date of the start.
3. The date of the start of the race to be Monday, October 3d, 1887, at 6 A. M.
4. Riding time each day to be limited from 6 A. M. to 9 P. M.
5. Contestants must choose a distinctive color for body and head gear, and must wear the same during the time they are on the road. Selection of colors must be made known at the time of entry.
6. Machine to be ridden must in no wise differ from the ordinary roadster or light roadster of the make selected. Protest can be raised by any contestant if it is proven that the machine differs in any essential from the ordinary stock sold, then the representative of the WORLD shall be at liberty to select any machine from stock of make selected, providing the machine so selected be within one inch of size of machine discarded.
7. No other machine be used or ridden by the contestants during the whole race than the one selected and started with. The representative of the WORLD may, if he sees fit, put a private mark on each and every machine.
8. A complete record of all repairs must be kept when made and furnished to the WORLD on the completion of race.
9. No other vehicle or means of locomotion by the contestants other than the bicycle he started with except, that a contestant can walk with his cycle.
10. The means of checking and points at which checking is done will not be disclosed by the management, but such steps will be taken as to insure the most careful and thorough checking.
11. In case of the violation of any rule by any contestant, such contestant will not be allowed any position in the race, and will forfeit all claims to prize or credit.
12. An entrance fee of fifty dollars for each man entered will be charged, and fee must accompany the entry.
13. The prize to be first a hundred dollar gold medal, and second a handsome gold medal or cup.
14. In case of a claimed violation of any of the above named rules the claim shall be made before a committee composed of a man to act as judge for each principal, and to be named before the 1st of October, a representative from the BICYCLING WORLD and two disinterested parties, to be selected by the joint consent of the principals and the WORLD before the 1st of October. The finding and decision of such committee shall be final.

Up to date of going to press the latest information direct from Harry Corey, who is in position to state the exact facts about Howell.—In reply to our inquiries, he says: "I received a letter from Rudge & Co. dated the 15th of August, in which Howell states, he thinks it better not to race in the States before October 15th, on account of the hot weather, which, of course, would be entirely too late to do us any good, and he will not come to this country for my firm this fall. Whatever arrangements he may make with other parties I know nothing about, my impression is that he will not come, unless he does so on his own hook."



NOTES BY

"LONDON, W."

So the League is going to prohibit road racing among its members and provide for the punishment of those who refuse to be prohibited. I am such a broken down old hoss that personally I little care what rules the League makes, and if I were as young or as quick and hardy at pedalling as I once was, I should care less. It would seem as if wheelmen were all boys, and have to be governed by this autocratic body. If road racing is unlawful, as our friend, Attorney Luscomb, says it is, why does the League want to stick its oar in and meddle with what the law takes care of? If the League provides a penalty for the violation of the law as laid down by our good but serious friend, Luscomb, and inflicts it upon transgressing scorchers, and then this same transgressor is found guilty by some local trial justice, the unlucky scorchers is liable for two punishments for the same offence, which, when I studied law, was not considered just the thing. At any rate the League has got enough to do without bothering itself about the doings of its individual members in this matter.

WHEN the English army officers gave a favorable report on the use of cycles for war purposes wheelmen were exultant, and, it seemed, properly so. It was the official recognition of "cads on castors," and their usefulness as preservers of their country in time of need. I now see that Germany is congratulating itself on the superior advantages dogs possess as messengers and sentries. This is pretty tough on we of the wheel, but it will give Doctor Kendall a chance to demonstrate that his dog Bess is of some use, after all.

IN the advertisement on the front page of the WORLD, giving an account of the twenty-five-mile road race at Minneapolis, there were thirteen entries, and every contestant rode an American built machine. This is the first time that I ever knew of so many starters without any foreign machines for mounts. It is rather complimentary to our American manufacturers that they should find their products giving such satisfaction. At the end of the description of the race this item I commend to Luscomb and other anti-road-racing wheelmen: "The Park Commissioners did all in their power to make the road race a success, and their courtesies do not lack appreciation."

SPEAKING of Park Commissioners reminds me that the Chairman of Boston's Park Commissioners told me the other day that there is to be erected at Franklin Park a building which, among other conveniences, will have a room where wheelmen can check their machines while strolling about the unrideable portions of the Park. We want no Liberty bill in this State.

I AM glad that Charles Richards Dodge is still vigorously interested in the road improvement question. We need such men to make any movement a success. I may say in answer to his suggestion, that the laws of the different States should be collected, that President Kirkpatrick has sent out a circular to his Chief Consuls asking for a compilation of the laws affecting wheelmen in their respective jurisdictions. It is not unlikely, I suppose, that this matter will come up at the fall officers' meet, which will be held in New York; a concession Eastern men ought to appreciate, considering that a Western President calls the meeting.

NOTES BY

"THE KICKER."

I CAN see very well that if the *Cyclist's* theory that it makes a difference where the weight of a machine is placed in cases when the weight of bicycles are specified, is indorsed by the N. C. U., that horsemen will have to revise the way they impose weight and attach them to the quadrupeds. The *Cyclist's* theory seems to be that if a machine weighs 30 pounds, and 40 pounds is required, the extra material must be exactly and evenly distributed on every part of the machine, and must not be placed in a chunk. Now horsemen have held that when extra dead weight has to be carried it matters not how thick or how thin the lead is, nor whether it be in chunks or distributed all over the jockey's body. That is wrong, and horsemen must

hereafter devise a means of "plating" the jockeys in thin coats of lead, a sort of electro-plating system. It will be uncomfortable and unnecessary, to say nothing of absurd, but no more so than the theory of the *Cyclist*.

IGNATIUS DONNELLY may convince wheelmen that his theory as to who wrote Shakespeare is the correct one, but this discussion pales before the one now raging in the Western cycling papers as to who wrote

"I will not marry you, my pretty maid;
'Nobody asked you, sir,' she said."

Rogers says that Whittier wrote it, and Mr. Darrow scoffs at the illiteracy of his brother editor, and calls the couplet an "old nursery rhyme," without crediting the authorship. I must confess to a misty kind of an idea as to whether Bacon had anything to do with Shakespeare's writings, and I must leave it to Donnelly and his opponents to settle the question to their own satisfaction (if they can), but when it comes to the above quotation I find I do not have to swim, and I therefore take the utmost pleasure by stating that I cannot find out who is responsible for the couplet quoted above.

DEAR, dear, why is it that journalists are never happy unless they are calling one another names? Just listen to this burst of Western eloquence taken from the *Record*: "It is with feelings of repugnance that we approach the subject of the *American Wheelman*. We say as little as we can about this degraded publication, because we believe that the subject is as distasteful to our readers as to ourselves. Let us hope that this will be the last occasion we shall have to hold this disgrace to journalism up to the scorn of wheelmen. When we have finished we shall wash our hands in a strong antiseptic solution, with no desire to taint them again." And yet I am told that cyclone cellars are not a necessity in Indiana and Missouri!! There is only one fault in the above effusion, and that is that it lacks directness. In other words, there is an ambiguity in the expression, which leaves a doubt in the mind of the reader as to the real opinion the *Record* of the *Wheelman*.

SYRACUSE NOTES.

"SALINA."

THE brief among the Syracuse notes published August 5, citing the fact that the Ilderan Club of Brooklyn "did Canada on the train," on the occasion of their recent "wheel" trip through the Dominion, seems to have been the cause of some excitement in the club. "Ed." Hornbostel, Jr., who writes "Press, Ilderan Tourists," after his name, appears to have been struck in a tender spot, and in last week's WORLD, in a communication written when "Ed. Jr." was in proper shape to show his bad blood, attacks "Salina," by calling him the complimentary name of "malicious scribe;" following that up with the pleasing charge of "narrow mindedness," and says he thinks the few lines must have been the outgrowth of "a stunted brain." Further, he accuses your correspondent with having penned the few words solely for the purpose of stirring up the Ilderans and bringing "a retort." The gentleman should not be so nervous; it's no special or lasting disgrace to go on a bicycle ride, and then change your mind and ride on the cars. But if you do, you may be pretty sure some one will say something, and when they do don't get angry. A man when he is angry is quite liable to do silly things that people will laugh at long after his madness has vanished. You should have "left the matter unnoticed, just as if it had been the production of some stunted brain," and saved your club's railroad ride from an additional advertisement. The WORLD's correspondent, in a very few words, sized up that trip, and what was said was true. Now, after stating that a large part of the ride was made by train, the writer tries to make "Salina" out a fool for publishing a simple fact, which it seems, by the displayed Ilderan sensitiveness, was not at all to their credit. We are inclined to doubt the word of any person who says any Syracuse cyclist told of "marvelous riding feats," or "claimed to have ridden ten miles in thirty minutes," while on their trip. Their largest day's ride was from Brownsville to Belleville. Go over there on a bicycle trip some day next year, when you are real strong, ride a wheel between those towns, and you will believe that the statement of eighty-four miles is not exaggerated. The writer of the Brooklyn letter says they could not induce their noble Syracusans to associate with them in the races at Round Island Park. Had Syracuse wished to join Brooklyn in anything or at any time it would have accepted the Ilderan invitation to make the tour through Canada with them, and paid its little \$25 or \$30 per capita, which they desired, for extending the privilege. We didn't need company, \$30 worth, see? Our pride is hurt when we cannot accomplish the thing we start out to do; and it would take much more than a vote of thanks to the Ilderan club for any services they might render to arouse what little shade of envy there is in our natures. One would think that a bicycle club in a city the size of

Brooklyn would be composed of men who would not notice a little thing like the truth being told about them.

SOME of the club would like to go down to the Albany races about the 21st of next month, but it looks now as if there would be something in the line of a race-meet here about that time.

R. THOMPSON, League Consul, and M. F. Shafer, of the Genesee Club, passed through the city last week on their wheels on their way to Lake George and Albany. They will return home from Albany over the old Genesee turnpike.

NEW club rooms are the subject of considerable talk just at present. More room is needed, and as an offer has been made the club of two large front rooms in one of the most centrally located blocks of the city, it will probably be accepted. With large quarters will come billiards, pool, and more members.

PLEASANT BEACH, on Onondaga Lake, six miles and a half from the city, is just now a very popular run with the club. There is everything there from the clam chowder and roller coaster to the hotel and dancing hall. Fine riding on the beach, and as the proprietors are friends of the wheel, everything is lovely when the boys ride out.

"CHUCK" TRUESDELL, the Club's story-teller, got hold of the laudanum bottle the other night, mistaking it for the cholera mixture, and drank enough to kill anybody except "Chuck." He didn't ride for a week, but "he's all right," now. Will May, his cousin and a member of the St. Catherines, Ont., Wheelmen, is visiting at the Truesdell castle.

OF course I had to fall in line with the rest of the WORLD's staff, and take my outing in August. Just to keep ye editor in good temper. My "off trick" was spent at the (N. J.) State Camp at Sea Girt, and to say that the members of the First Brigade, National Guard of New Jersey enjoyed themselves for the eight days from 20th to 27th of August, inclusive, would be putting it mild. A great deal has been said in favor of the camping grounds of the Massachusetts, Pennsylvania, and New York National Guards, but if they can touch "Camp Green," I should like to visit them. A more delightful spot for the purpose, I do not believe could be found. Imagine 124 acres of land as level from end to end as a billiard table. A magnificent grove of cedar trees backed by the Atlantic ocean on the east; as pretty a lake as one would wish to see on the south, and a beautiful farming country on the west and north; on this place 1950 tents; station there four regiments, three battalions and a gattling gun battery, comprising 2,250 officers and men, in thirty-two companies, and if you are not satisfied that you could enjoy yourself, you must be given up for a hard case. The bathing is the finest, and an artesian well 700 feet deep supplies excellent water for drinking and culinary purposes. Twenty targets for 200 and 500 yards shooting are on the camp, and to cap it all our food was the best that was to be had, and beside, was abundant in quantity and well cooked and served. From 5.30 A. M. to 10.30 P. M. our boys were kept busy at drilling, shooting, bathing or cutting up pranks with one another. One of the very neatest tricks of which I ever heard was played on Saturday night, when a twelve-pounder standing within 100 yards of the quarters occupied by the brigadier-general and his staff, and guarded by five sentries, was loaded and fired twice inside of three hours. How it was done would puzzle a Philadelphia lawyer, but it was done "allee samee." I hope your readers will pardon me for switching off from cycling to soldiering, but our boys only get their "outing" every two years, so I won't inflict another dose upon them for that time. [No apology necessary, my dear Mr. Ratchet.—Ed.]

NEW JERSEY NOTES.

"RATCHET."

THE New Jersey Wheelmen are about to be reorganized on a new and original plan.

THE absence of close finishes at the races held at the Roseville track being attributed to the official handicapper, why not give W. F. Coddington an opportunity to try a hand on the next tournament?

E. R. COLLINS, of the Union County Wheelmen, is about to ride a ten-mile race against a trotter known as Black Prince, owned by Mr. Mead of Westfield. The race is to be over the Irvington-Milburn course, some time in September, Mr. Collins to ride a 45-inch pony star, weighing forty-five pounds or up, the horse to run or trot, drawing a wagon weighing not less than 100 pounds beside the driver's weight. The winner is to receive a medal.

THE members of the "Alphabetical Association," at their next election for officers, should not forget the stand taken by their president, Mr. Shriver, in favor of road racing. Mr. Shriver uses

plain English, and backs up the stand taken by "Jonah" and myself in the past, that as long as the authorities of the towns in which road races are held make no effort to stop them, it is *no* business of the L. A. W. to do so. Irvington and Milburn are both small country towns and are usually very dull, and the advent twice a year of from three thousand to five thousand people to witness a race which takes up the road for, at the outside, two hours, is received as a god-send by the people living there. Why is it that, not having any interest in a particular branch of sport, one must always endeavor to kill the interest which others feel in it. As for myself, I would not take the trouble to put my head out of a window to see "Maud S." trot a mile in 2.08, yet I see no good reason why any of my friends who wish to do so should not take a trip to Fleetwood to see her do it. No, gentlemen, as I said some time ago, if you don't believe in road racing, turn your back on it and keep "mum," and do not try to force the whole army of wheelmen to think as you do.

RECORD OF THE WEEK.

A CERTAIN element at the late Guildford Camp have gotten themselves into rather unfortunate notoriety by making things howl in camp on Sunday afternoon. The Kildare Club men, it seems, organized a "Wild West Show," laid out on the general boisterous lines of Buffalo William's exhibition. The Kildare men seemed to think that the more yelling and shooting they condense into the square inch the nearer to truth would be the representation of ye cowboy and Indian. Therefore the quality and volume of vocal clamor was such as to scandalize the quieter element in camp. Ergo; a great large elegant rumpus in the English papers.

THE date of the next race of the Eastern Road Club had not been decided up to our going to press.

THE date of the start of the BICYCLING WORLD's road race from Boston to Chicago will probably be October 3d.

CYCLISTS in this vicinity should remember the races at Lynn on Labor Day, next Monday, and give the boys a boost by being present.

BOSTON is at once to gain an active wheelman and a good actor. Mr. Ed. Davenport, having joined the Museum Company will make Boston his home for the winter.

COMPLAINT is being raised that Kansas City wheelmen do not observe the rules of the road, and keep to the right. If the charge is well founded, a word to the wise ought to be sufficient.

IT is expected that a large delegation from Providence and other Rhode Island cities will visit Boston next Monday, and spend the day in riding over the excellent surfaces of our suburbs.

FENLON, Liles, Mayes, and several others less well known English cracks have been to Norway to take part in the International races of Kristiania Velociped Klub on the 28th of last month.

WE have been taken to task for spelling Harrogate with a "w." We certainly were stupid as our copy has the name rightly spelled. The proof reader has received a fitting reproof.

ONE hundred checkers are wanted along the route of the great WORLD's road race to Chicago, and we offer to every man accepted and acting as such a checker, the BICYCLING WORLD for six months free.

STURMEY'S Indispensable for 1887: This publication will soon be received by us; we are now in receipt of invoice stating that books have been shipped. Those who have sent in their orders please take notice.

IN a recent hill climbing contest held near Leicester, England, three competitors tried for the prizes. Two men on rear driving safeties, and one on an ordinary. The two safeties went up and the ordinary failed.

CYCLISTS along the route of the "BICYCLING WORLD road race" from Boston to Chicago will do well to study the route the men will run over, and also note our offer to those who will volunteer to aid our men in checking.

"HANDSOME" Bob Cripps is still in the hospital in London. It will be a month yet before the poor fellow will be able to put his foot to the ground. It will be remembered that he severely hurt himself a month ago by the breaking of a heavy plate glass window.

MORGAN has his faults, and is no doubt no better than the rest of human beings, but when *Sporting and Thea. Journal* rises to remark that "Morgan is getting himself into bad odor in England on account of tricky riding," we respectfully take issue with the *Journal*. If the members of the American team, so called, are not pretty

level headed, the great kindness and attention shown them by all cycling classes in England, they will become very much "sot up." Nothing but the kindest words have been written in the English press in re Senator Morgan and his merry men.

BRAHMIN and Christian, of Bombay, India, are alike being amused by the marvellous tricks of "Professors" Maltby and Aginton, the former as "champion" (of course) trick rider of America, and Aginton as champion (certainly) roller skater of the whole universe.

THE New Yorkers have started a subscription to help defray the expense attending the passage of the "Liberty Bill," already some \$90 has been pledged, and there is no doubt before snow flies there will be more than enough to cover the original cost, which was over \$1000.

LATEST advices from Australia report that Fred Wood has been discharged for want of sufficient evidence. We hope this may prove true, or better still, we wish this case could be tried and Fred cleared beyond a doubt. The Scotch verdict of "not proven" is a rather unsatisfactory way of getting out of a scrape.

THE St. Louis correspondent of the *Bulletin* sighs for an opportunity to knock our head and the cranium of the St. Louis *Spectator* man together, because of the late articles that have appeared in our respective papers. We would suggest to the *Bulletin* man that he keep his fingers out of the pie, or they may get pinched.

WE publish a partial list of places to be passed through by the contestants in our Boston to Chicago road race. This list will be increased, and places in which we want checkers will be specified. We want a checker in every town we shall mention. First come first served, send in your name, and if there is no application before yours we will give your application attention. Remember, all that are accepted will get the WORLD six months free.

LET well enough alone: Many scribes are urging the officials of their States in which they happen to reside, to at once pitch in and secure a law like unto that just passed by the New York government. We ask, that, so long as cycles are looked on by the authorities as vehicles, and are governed in the use of highways in common with all other carriages, what's the use of special legislature? No! do as "Brer Rabbit" used to in such cases, "lay low and say nuffin."

WE confess to being obtuse in not seeing the unfairness in the following incident taken from the *Cyclist*: "In the safety bicycle race at the Shields Sports a condition of the race was that machines weighing less than forty pounds were ineligible. In spite of this Tom English insisted on riding his racer safety, which weighs little more than thirty pounds actual weight, his mode of making it scale forty pounds being to strap a bag of lead behind the saddle. Of course, this unfair proceeding was objected to, and the case has been referred to the N. C. U. authorities for settlement. When their reply arrives, it will doubtless be of great interest to "pot hunters." From our standpoint we can only see that the metal and rubber in a machine must weigh so and so. English's machine weighed just ten pounds less than the rule allowed. Now what possible difference can it make whether the ten pounds be placed on the saddle or distributed evenly over the entire surface of the machine? The result is exactly the same so far as the extra dead weight of the bicycle is concerned. The additional friction and resistance would be precisely the same whether the weight was in one spot or flung round "promiscuous like." We, also, shall look with interest for the decision of the N. C. U. in the case.

"THERE is an artist couple in Brooklyn who have a pretty, disorderly apartment in one of the studio buildings, who have gone housekeeping for the summer on a tandem tricycle. There is a big red umbrella in the middle, which shades both, a satchel strapped underneath her seat and an easel and drawing materials under his. They have started off in this light marching order for a month's sketching tour along the Sound, and stop once in a while for two days in a village to have the week's washing done, when they go on again. They are to avoid the towns and put up at farm houses and in villages, because of their desire for sketches of rustic life, and because of the saving in expense. They hire the month's use of the tricycle for \$15, and are responsible for damages to it and for the wear on the rubber tires; but they calculate to run but little over \$35 more for living expenses during the month, and find \$25 apiece for a month's existence very reasonable. They claim that they will have all the advantages of camping out with none of its discomforts, and will spend an average of twenty-five days out of doors, moving their scenery and avoiding monotony, and will be able to sleep comfortably and eat conveniently, which campers-out know is not to be obtained under canvas with any degree of certainty."

FROM way down in Rhode Island comes the following funny story: There exists great rivalry in the matter of road record among a certain few in the town from which the story comes, and so every effort is made to add figures to the cyclometer. Not long since one of the record breakers came down sick, and when he abandoned his saddle for his bed the cyclom registered 1073 miles. His rivals inwardly were gleeful, but outwardly they carried long faces, and one and all proceeded to the bedside of their fellow competitor, and offered their condolences, while they privately chuckled over the thought that a good motto for them was, "make hay while the sun shines:" in other words, pile up the miles while the sick man is on his back. Well, those fellows pasted "1073" in their hats, and then chuckled gleefully and began to ride to catch up, before the unfortunate wheelman got well again. One or two of the more magnanimous ones, who were ahead, refrained from taking any mean advantage, but the others put in their best licks. It was their grand opportunity. Four days later the gang dropped in on their sick man. He was "getting along quite well, thank you," and had even been riding a little. They gave him assurances of their distinguished consideration, expressed the hope that he would hurry up and get well, lest he might drop too far behind in his record and spoil the fun, and then departed, poking each other in the ribs with ill-concealed and shameful satisfaction at the helplessness of the fallen hero. As they passed out they glanced at the cyclometer. Great Scott! it had jumped up to 1593! They looked again, unable to believe the evidence of their eyes. There was no mistake about it, though. The depraved cyclometer of the unfortunate victim of slow fever had gone up 520 miles in four days! The men who had been riding like mad gasped for breath; the magnanimous chaps, who had not been riding at all, tore their hair. Then the whole crowd went out into the green fields and passed resolutions, the tenor of which deponent desireth, in the interest of good morals, not to divulge.

THE following exquisite example of wit (?) is taken from a Manchester, England, paper:

Scene: The Bicycle Club. Time, evening. The members are coming in one after another from Withington.

Blinks: Any sport to-day?

Jinks: Not much. Bowled over a blind man. How did you make out?

Blinks: Crippled a medical student at Owen's College gate, and nearly fetched a nurse girl.

Winks: I did better than that. Scared an old lady into a fit, and ran over a pug dog. I hear the old lady is very bad.

Jinks: And the dog?

Winks: Oh! he's sausage meat.

Blinks: You are in luck.

Jinks: He always is.

Winks: Well, you may succeed yourselves, any day. Ah! Here's Kinks.

Kinks: How-do, how-do boys?

Blinks: You've been up to some lark, I know, by the airs you put on.

Kinks: Not at all, not at all.

Blinks: I'll bet lemons round you've made a funeral.

Kinks: No, no, 'pon honor! Only a hospital case.

Omnes: What was it?

Kinks: Girl in trap driving. Horse got the high strikes. Whang! bang! slap! No trap, no horse, girl laid out on bench.

Omnes: Well, it serves her right. Women haven't any business to drive.

Jinks: No more have men, if it comes to that. Let them learn to bike. Ah! Slinks, you look a bit cut up.

Slinks: So would you, if you'd had it happen to you.

Jinks: What?

Slinks: Blessed cheeky policeman wanted to arrest me.

Omnes: What for?

Slinks: For running into a Sunday School picnic.

Omnes: Good gawd!

Kinks: Well, you stood by your rights, I hope?

Slinks: Bet your life I did. Showed him copy of bicycle road rules. That settled it. 'Fraid I'll have to pay for funeral, though.

Omnes: What funeral?

Slinks: Oh, I forgot. Little girl from some adjoining house. Pretty little brat, too. Sorry she was in the way.

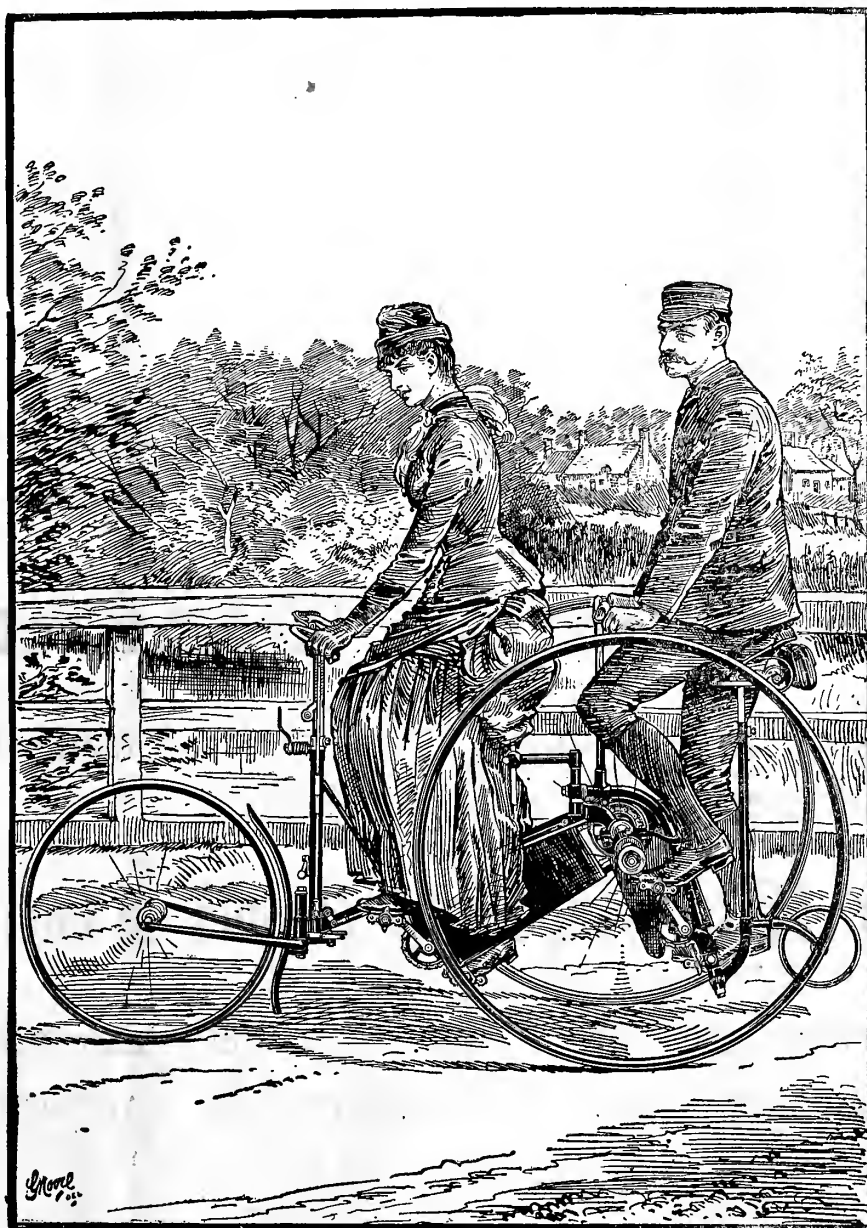
Omnes: She ought to have kept her eyes open.

Slinks: Couldn't. She was blind.

Winks: Why wasn't she in the asylum then? Those low people are always getting into trouble with their carelessness. I think we'd better petition the Corporation to keep them off these roads altogether. What's the use of our having permission if we're going to be annoyed like this? The first thing, you know, there'll be some accident, and one of us will be hurt.

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WORCESTER TOURNAMENT.

EXCELLENT racing is the only thing that will revive the declining interest in bicycle races. Certainly the meet at Worcester ought to be a strong factor in reviving the great falling off in public interest, as all the events were very well contested. Manager Allen should have received more material encouragement than he did, and we only regret that we cannot chronicle a positive financial success. Somehow or other it has become the fashion to trot out the novices first in race meetings, and so the first race of the Worcester tournament was a one-mile dash for tyros. It proved quite a good race, and the finish was close and exciting. Summary:

One-mile novice.

J. Wilson, Jr.,	-	-	-	-	-	-	-	-	1
F. W. Sawyer,	-	-	-	-	-	-	-	-	2

Time, 3.18.

The second event was the first heat of the one-mile professional. Rowe and Neilson were the starters. Bob gave Rowe a good race, but the Victor man could not hold the Columbia champion, who won on the final burst by a bare foot. Summary:

First heat.

W. A. Rowe,	-	-	-	-	-	-	-	-	1
R. A. Neilson,	-	-	-	-	-	-	-	-	2

Time, 2.57.

The second heat of this race brought out Rhodes and Crocker. This proved another victory for the Columbia gilt edge team, as Crocker won it. Summary:

Second heat.

H. Crocker,	-	-	-	-	-	-	-	-	1
W. A. Rhodes,	-	-	-	-	-	-	-	-	2

Time, 3.12 1-2.

The one-mile open amateur brought out a good field, as follows: C. H. Lamson, Worcester; R. W. Rolston, Worcester; J. Midgeley, Worcester; A. E. DeBlois, Hartford; P. J. Berlo, South Boston; J. R. Dunn, Milbury; J. Wilson, Jr. DeBlois led the procession for the first quarter, and then Midgeley took a hand. He never again was headed, and though DeBlois tried hard to get first place at the tape, the Springfield Roadster held him in second place. Summary:

One-mile open amateur.

J. Midgeley,	-	-	-	-	-	-	-	-	1
A. E. DeBlois,	-	-	-	-	-	-	-	-	2

Time, 3.07.

The half-mile dash for amateurs proved a very tame affair, and was as slow as a funeral procession. Until within a short distance of home no racing was indulged in. Summary:

Half-mile amateur.

W. W. Windle,	-	-	-	-	-	-	-	-	1
P. J. Berlo,	-	-	-	-	-	-	-	-	2

Time, 1.35 3-4.

In the next race this same W. W. Windle proved to be the best man. The race was a two-mile lap. DeBlois, of Hartford, again disappointed his admirers by being beaten. The time was shameful. Summary:

Two-mile lap.

W. W. Windle,	-	-	-	-	-	-	-	-	1
A. E. DeBlois,	-	-	-	-	-	-	-	-	2

Time, 9.05 3-5.

The two-mile lap race for professionals came next. This, of course, was a race of teams, and the Colonel's pets landed first and second prizes as nice as pie. Crocker won the last lap and consequently the race, though he and Rowe each scored twelve points. Summary:

Two-mile professional lap race.

	M.	S.
W. A. Rowe, half mile,	-	1 27
W. A. Rowe, one mile,	-	3 04
Crocker, one and a half miles,	-	4 48
Crocker, two miles,	-	6 33 3-4

The last race of the first day was the two-mile amateur handicap, and resulted in a handsome victory for C. H. Lamson over the doughty Midgeley. Summary:

Two-mile amateur handicap.

C. H. Lamson (scratch),	-	-	-	-	-	-	-	-	1
J. F. Midgeley (scratch),	-	-	-	-	-	-	-	-	2
G. D. Putnam (50 yards),	-	-	-	-	-	-	-	-	3

SECOND DAY.

Alack-a-day, the attendance at this, the second day of the Worcester races, must have put a damper on the management as, though the racing was excellent, the gate was not at all such as it should be for the kind of sport presented. Neilson beating Crocker for third

place in the two-mile handicap was a great feather in the former's cap, and his friends are very happy over the result. Rowe seems to have lately acquired the happy faculty of getting himself disliked. In the handicap race the spectators gave vent to their disapprobation at his not doing better than he did. One thing, Mr. Allen and his aids can congratulate themselves on the fact that the management of the tournament was all that could be asked or expected. DeBlois, the Hartford man, showed up in one race in old time form. The track was fine, but a stiff breeze rather bothered the men on the back stretch. The first race was the one-mile open amateur. As Midgeley and Rolston were to meet in this event, a good deal of interest was evinced by the local men. DeBlois rode a waiting race, and when near home he romped to the front and won. Summary:

One-mile open.

E. A. DeBlois, Hartford, Ct.	-	-	-	-	-	-	-	-	1
J. Midgeley, Worcester,	-	-	-	-	-	-	-	-	2
C. H. Lamson, Worcester,	-	-	-	-	-	-	-	-	3
G. D. Putnam, Worcester,	-	-	-	-	-	-	-	-	4
R. W. Rolston, Worcester,	-	-	-	-	-	-	-	-	5

Time—Half-mile, 1.30 4-5; mile, 2.59 1-2.

The second race was the two-mile professional handicap, and it proved a winning one for Rhodes; Neilson winning handsomely third place from Crocker. Rowe did not seem to take much interest in the affair, and consequently the spectators gave vent to their displeasure in no uncertain tones. Rhodes went over the two miles, less 200 yards, in his old-time tearing way, and won after a lively brush with Hollingsworth. Summary:

Two-mile professional handicap—First prize, \$30; second prize, \$20.

W. A. Rhodes, Boston, 200 yards,	-	-	-	-	-	-	-	-	1
S. Hollingsworth, Russellville, 275 yards,	-	-	-	-	-	-	-	-	2
R. A. Neilson, Boston, 45 yards,	-	-	-	-	-	-	-	-	3
H. G. Crocker, Boston, 50 yards,	-	-	-	-	-	-	-	-	4
W. A. Rowe, Lynn, scratch,	-	-	-	-	-	-	-	-	5

Time, 5.51 3-4; Rowe's time, 5.55 1-4.

The two-mile amateur lap race proved very flat; only two men started, and Windle, after first lap, was from one to two hundred yards in the van. Summary:

Two-mile amateur lap—First prize, gold watch; second prize, pickle jar.

W. W. Windle, Milbury,	-	-	-	-	-	-	-	-	0 1 1 1
P. J. Berlo, South Boston,	-	-	-	-	-	-	-	-	0 2 2 2

Time—6.28 4-5.

The final heat of the professional one-mile race run first day, was decided as follows: Summary:

One-mile professional—First heat, first prize, \$100; second, \$75.

W. A. Rowe, Lynn,	-	-	-	-	-	-	-	-	1
H. G. Crocker, Boston,	-	-	-	-	-	-	-	-	2

Time—Half-mile, 1.32; one-mile, 2.57 4-5.

The next on the programme was the long talked of one-mile match between Midgeley and Rolston. Rolston led for the first half mile, and then Midgeley pumped his "Springfield" to such an advantage that he finished fifty yards ahead of his rival. Summary:

Special race, one-mile—First prizes, gold medal and silver water pitcher.

J. Midgeley, Worcester,	-	-	-	-	-	-	-	-	1
R. W. Rolston, Worcester,	-	-	-	-	-	-	-	-	2

Time—One-half mile, 1.36; one mile, 3.06 1-4.

In the two-mile professional lap race Rhodes, of the Victor team, did not show up. The result was that Rowe got eleven points, Neilson and Crocker eight points each. Summary:

	M.	S.
W. A. Rowe, half mile,	-	1 30
R. A. Neilson, one mile,	-	3 03 1-2
H. Crocker, one and a half miles,	-	4 46
W. A. Rowe, two miles,	-	6 29

The one-mile amateur handicap race proved to be the most exciting race of the day, and proved somewhat of a damper for the friends of young DeBlois. Midgeley met with a disaster just about the time when he was looking like a winner. DeBlois found the running too hot, and, though well in front at the final brush, he gave out all of a sudden. Summary:

One-mile amateur handicap.

W. W. Windle, Milbury (scratch),	-	-	-	-	-	-	-	-	1
P. J. Berlo, South Boston (50 yards),	-	-	-	-	-	-	-	-	2
C. H. Lamson, Worcester (25 yards),	-	-	-	-	-	-	-	-	3
G. D. Putnam, Worcester (80 yards),	-	-	-	-	-	-	-	-	4
Charles Martin, Clinton (100 yards),	-	-	-	-	-	-	-	-	5
E. A. DeBlois, Hartford (scratch),	-	-	-	-	-	-	-	-	6
J. Midgeley, Worcester (25 yards),	-	-	-	-	-	-	-	-	Fell.

Time, 2.56 3-4.

The tournament was brought to a close by the usual consolation race, but only two men seemed anxious to avail themselves of this mode of getting cold comfort. C. H. Morse of Worcester won in the rather rocky time of 3.28, and as it was "easily done" Mr. Dunn of Milbury, who was last, cannot be put down as a very fast man.

PROGRAMME OF THE LYNN RACES.

NEXT Monday, Labor Day, the Lynn track association will give a list of events and prizes:

One-mile bicycle novice—First prize, gold medal, second prize, silver medal; three-mile bicycle amateur handicap—First prize, silver watch, second prize, pair French opera glasses; three-mile professional bicycle handicap—First prize, \$35, second prize, \$20; one-mile bicycle boys' race—First prize, gold medal, second prize, silver medal; one-mile tandem tricycle on road machines—First prize, two gent's gold canes, second prize, two gold watch charms; two-mile professional bicycle handicap—First prize, \$25, second prize, \$15; two-mile bicycle amateur handicap—First prize, French parlor clock, second prize, silver cake basket; consolation race, amateur—First prize, pair opera glasses, second prize, gent's gold ring.

Entries, \$1 for professionals, and 50 cents for non-professionals, will close September 1 with Secretary W. A. Bond, Lynn, Mass.

RACING AT TORONTO, ONT.

THE sixth annual tournament of the Toronto Club was held August 15 at the Rosedale Grounds. Attendance about 2,500; weather fine; track in good order, but has turns too sharp for bicycle races.

One-mile, 3-40 class—J. K. Conway, Toronto, 3m. 8.2-5s.; W. Carman, Norwich, 2; A. F. Webster, Toronto B. C., 3; G. Dean, W. B. C., 0; J. P. Laughland, Oshawa, 0; J. King, Whitby, 0; G. S. Dunn, Hamilton, 0.

Half-mile—F. J. Brimer, T. B. C., 1m. 25.4-5s.; W. S. Campbell, Niagara Falls, 2; F. Foster, Wanderer B. C., 3; M. F. Johnson, T. B. C., 4.

Two-mile, club—F. J. Brimer, 6m. 46.4-5s.; M. F. Johnson, 2, by 15 yards.

Fancy riding by N. Campbell, Niagara Falls.

Half-mile unicycle exhibition—N. Campbell, N. F., 2m. 12.4-5s.

One-mile handicap—W. S. Campbell, N. F., 50 yards, 2m. 52.1-5s.; W. M. Carman, Norwich, 150 yards, 2; D. Nasmith, W. B. C., 30 yards, 3; M. F. Johnson, T. B. C., 60 yards, 0; F. J. Brimer, T. B. C., 50 yards, 0; F. Foster, W. B. C., scratch, 0; T. Fane, W. B. C., 80 yards, 0; F. Strange, W. B. C., 200 yards, 0.

One-mile, boys under 15 years—A. Welch, 3m. 46s.; J. Greenfield, 2; P. Coady, 3.

Three-mile handicap—T. Fane, W. B. C., 240 yards, 9m. 5.2-5s.; W. S. Campbell, Niagara Falls, 180 yards, 2; D. Nasmith, W. B. C., 270 yards, 3; W. M. Carman, Norwich, 450 yards, 0; M. F. Johnson, T. B. C., 180 yards, 0; F. Foster, W. B. C., scratch, 0, 9m. 30.1-5s.; F. Strange, W. L. B., 600 yards, 0; J. K. Conway, Toronto, 0.

One-mile medley race, club—W. H. Cox, 1m. 38s.; A. F. Webster, 2; W. H. West, 3; A. S. Bowers, 0; A. Gregg, 0; C. Langley, 0; R. T. Blatchford, 0. The riders went off trundling their wheels wheelbarrow fashion, then mounted and rode with one foot, then crossed some benches and finally came in pushing their machines by the handles.

Half-mile, married men—P. Doolittle, T. B. C., 1; A. F. Webster, T. B. C., 2; C. Langley, T. B. C., 3.

Five-mile—F. Foster, T. B. C., 18m. 4.1-5s.; D. Nasmith, 2; M. Johnson, 3; F. Fane, T. B. C., 4.

TANDEM RECORD-BREAKING AT COVENTRY.

FRIDAY evening, August 12, was again the scene of some exciting record-breaking on the Coventry track. F. W. Allard and E. Ox-borrow, who have been for some time training steadily, had announced their intention of going for the ten miles tandem record, and accordingly, with Mr. G. Illston as timekeeper, and S. Golder as lap-taker, they made the attempt shortly after 7 o'clock, the evening being fairly still, but the track rough and far from being in good condition. In the presence of about 300 spectators the pair started off at a steady rate, accomplishing the first mile without pace-makers in 2m. 45.3-5s. They were then respectively taken on by Messrs. Powell and Asbury on a tandem, A. P. Engleheart and Buckingham on safeties, and Arthur Bills and S. H. Brown on ordinaries, the pace-makers rarely going more than a half-mile each. A steady pace was maintained throughout, the quarters varying little more than 1-5s. each, and records going after the completion of the first mile. At five miles an incident occurred which bade fair to

rob the performance of its successful conclusion. Powell and Asbury were pace-making, and the former, who was steering, looked round at the corner to see where the record-breakers were. This caused him to swerve and take the corner widely. Allard was close behind and had to turn sharply out, this nearly upsetting him and carrying his tandem within six inches of the rails. Indeed, it was only by very clever steering that he succeeded in keeping upright at all. Eventually the ten miles were accomplished in 27m. 56s., the last mile occupying 2m. 41.1-5s., being the quickest mile of the journey, and the last lap taking 38.4-5s. This is nearly 2m. inside record, and counts as a world's record for the distance. Below we append the times made, the machine ridden being a "Marlboro' Club" by the Coventry Machinists' Company, and the times were taken upon three watches, every quarter being taken separately, and the full term recorded upon a single watch. The times were:

MILES.		M.	S.
1	- - - - -	2	45 3-5
2	- - - - -	5	31 4-5
3	- - - - -	8	22 2-5
4	- - - - -	11	10 3-5
5	- - - - -	13	58 2-5
6	- - - - -	16	45 1-5
7	- - - - -	19	37
8	- - - - -	22	26
9	- - - - -	25	14 4-5
10	- - - - -	27	56

* World's tandem record.

—Cyclist.

THIS is the way a genial Southron writes us in regard to renewal of subscription: "You can just bet your socks that I will not discontinue my subscription to the BICYCLING WORLD. Don't 'stopper,' for goodness sake. * * * Hoping these few lines will find you enjoying the same blessings, &c., I am, yours, gratefully, _____."

THE Lynn Cycle Club gave a dance at Exchange Hall last Friday evening. Some eighty couples were present. Music was furnished by Perkins' orchestra, and I. P. Nador served ice cream and cake. The committee were J. H. Young, floor director; F. W. Goodwin, assistant; F. D. West, H. McBrien, E. G. Young, J. H. Shurman, aids; E. M. Durgin, E. Bergholtz, S. S. Merrill and F. G. Hitchcock were the reception committee.

THE Ruralists Bicycle Club's (St. Joseph, Mo.) annual lantern parade on Tuesday evening, celebrating their first anniversary, was a success far beyond their own anticipations. Never before in the history of St. Joseph were such large crowds congregated along the route of parade. They began arriving early in the evening and stood their ground until the last wheelmen had passed out of sight, and the popularity of the wheel in this city was shown by the frequent expressions of applause in the way of clapping hands and cheering, in place of hooting, and yelling as is most often the case with a miscellaneous gathering of people.—Correspondence.

THE great BICYCLING WORLD road race between this city and Chicago will bring out the flower of the American road racers. That it will create the greatest enthusiasm along the route goes without saying. What we need is support from cyclists along the route and assistance in making the race a square one. Enough of the route has been published to enable cyclists to know the way we shall go. Any points or suggestions will be most gratefully received. A great deal has been claimed in regard to relative merits of endurance of different machines. This ride will be a grand test as to the strength of the machines. We say let the best man and bicycle win.

THE cycling editors of the Omaha Chronicle are evidently not of "minds with but a single thought," or if it is one mind that produced the following paragraphs, in the same issue and column, then the owner of the mind must be a very Pooh Bah, who as chief editor thinks thus and so, but as President of the club cannot consent to any other view of the matter than this and that. Listen to item No. 1: "Cycling matters were never so unlively in Omaha as they are at present. The only professionals in the city are Prince and Ashinger, and if they have any racing in view they are managing it very quietly. The members of the Wheel Club—upon whom the future of cycling in Omaha just now depends—are not doing much to strengthen their organization at home or advertise it abroad. It is to be regretted that there is not more genuine 'git-up' in the Wheel Club." Then to squib No. 2: "It is plain to be seen that the boys are improving in riding, and we are justly proud of the number of wheelmen in our city. The public seem to take more interest in wheeling, and we are looking for a much larger and more flourishing club next year."

THE League is doing more good work in stepping in and assuming the cost of carrying through the supreme court the case of the Beatrice, Nebraska, wheelman, who was arrested for riding on the highway. The District Judge dismissed the case on the ground that the charge was unconstitutional (as reported in the *WORLD*), but the prosecution has carried it up to the higher court. The L. A. W. will see to it that the lower courts decision is sustained.

KNOWING that negotiations had been reopened in regard to the possible coming of Howell to the United States this fall, we have been trotting over to Stoddard & Lovering's day after day to find out the result of the dickering without learning anything positive. It seems that Howell submitted a proposal to the Lynn people, which was accepted, and the acceptance was cabled to Howell. The answer which would bind the bargain had not at this writing been received from Howell, but if we hear by Thursday noon we shall print the fact in our editorial column. The stipulations are that only one race be run, distance to be determined later on. The track to be used will be Lynn. If this match is brought about the holding capacity of the Lynn track will be tested to the utmost.

ACTIVE preparations are being made at Hartford for the tournament of the Hartford Wheel Club, to take place at Charter Oak Park September 7. Valuable prizes are offered, and a large field of starters assured. Former Hartford meetings held under the Connecticut club's auspices have been uniformly successful. Hartford people appreciate cycle racing, and there is but little doubt that the wheel club's venture will turn out prosperously. It is said that the Connecticut Club is so well provided for financially that it hardly cares to go to the exertion of holding further race meets, but that it holds to its former interest in the sport we are assured, and it may be inferred that it will ably second the wheel club in its effort to provide an old-time Hartford tournament.

WE had a very pleasant call from Mr. Howard Merrill, who has elected to make his home in Los Angeles, Southern California. Mr. Merrill leaves a host of friends behind, and we fear the cycling interest in Springfield will receive an additional set-back by the departure of this gentleman. Speaking of the decline in interest by the Springfield people, Mr. Merrill said that the public had been spoiled for anything but the best. The experience of the past few years had made the Springfielder hypercritical, hence meetings like that of July 4 fell flat, were stale to the public and decidedly unprofitable to the club. This gentleman further stated that the action of the management of Hampden Park had practically killed the chances of holding small meetings, as they charge the exorbitant price of \$400 per day for the use of the track. "If there is the least chance to boom cycling in Los Angeles I shall do my level best," said Mr. Merrill. And so another good man has gone West.

THE FIRST LONG-DISTANCE RIDE ON RECORD.

As a matter of comparison with latter day performances, the following extract from the cycling number of the Badminton Series will be read with interest. Taking into consideration the vast difference between the machine of 1873 and that of 1887, the record is by no means one to be laughed at. The patterns of 1873 were but a small remove from the crude bicycle and hence the performance is wonderful:

"One of the first of such performances (long-distance), was a trip undertaken by certain members of the Middlesex B. C. from London to John o' Groat's House, the most northern point of the British Isles. The four tourists were Messrs. C. Spencer, Hunt, Leaver, and Wood, and the ride was begun on June 2, 1873. The machines were of the most approved type, although, of course, very unlike the vehicles of to-day. The four adventurous riders were accompanied for a few miles by their friends, but they soon distanced their escort, and, pressing on, reached Buckden in the evening, having rather injudiciously ridden sixty-five miles in the first day, this being a very notable performance at this period. On the 3d the party rode on, and, after encountering a rustic who upset one of their number, they eventually reached Newark, the second day's journey being forty-three miles. On the 4th Wentbridge was reached, the distance covered being forty-seven miles. June 5 proved wet and windy, and the wayfarers suffered accordingly, only accomplishing twenty-three miles, and reaching Wetherby very much exhausted. The 6th of June was more favorable, and the party covered forty-seven miles ere resting for the night at Darlington. On the 7th Newcastle was reached, distance for the day thirty-two miles; 8th, Alnwick, thirty-four miles; 9th, Dunbar: The roads and weather being favorable, the riders went fifty-five miles; 10th, Edinburgh only, in very bad weather, twenty-eight miles; 11th, Birnam, a journey of seventy miles, some part of it, however, being represented by the ferry across the Firth of Forth; 12th, Cingussie, a good ride of sixty miles; 13th, Moy Inn, forty miles; 14th, Dingwall, a dis-

tance of twenty-three miles; 15th, Helmsdale, seventeen miles; and on the 16th, fifteen days from the start, the party reached John o' Groat's House, and thus brought to a conclusion the first long-distance road ride on record. This, of course, attracted a great deal of attention at the time, and did much to bring home to the observant public the real value and capabilities of the bicycle."

HISTORY OF ROADS.

As the subject of roads seems to be one of paramount importance to the cyclist nowadays, anything pertaining thereto must be of interest. We therefore extract the following from "Road and Road-side:" * * * With the revival of human thought and civilization after the Middle Ages, the improvement of the roads engaged the attention of public and scientific men, and became once more an object of government; but for a long time the rulers who concerned themselves about roads thought more about repressing the crimes of violence and extortion thereon than they did about improving their condition for travel. The first act of the English Parliament relative to the improvement of roads in the kingdom was in 1523; yet in 1685 most of the roads in England were in a deplorable condition.

Macaulay says that on the best highways at that time the ruts were deep, the descents precipitous, and the way often such that it was hardly possible to distinguish it in the dark from the unclosed heath and fen which lay on both sides. It was only in fine weather that the whole breadth of the road was available for wheeled vehicles; often the mud lay deep on the right and the left, and only a narrow track of firm ground rose above the quagmire. It happened almost every day that coaches stuck fast until a team of cattle could be procured from some neighboring farm to tug them out of the slough. But to the honor of England, this condition of her roads was not allowed to continue very long. Although her progress in trade and prosperity has been marvellously rapid, yet such progress can be measured by the improvement of her roads, which are now unsurpassed anywhere in the world.

Beyond question, internal communications are of vital importance to every nation, and good roads are a prime necessity to every town or city. A good road is always a source of comfort and pleasure to every traveller. It is also a source of great saving each year in the wear and tear of horse-flesh, vehicles, and harnesses. Good roads to market and neighbors increase the price of farm produce, and bring people into business relations and good fellowship, and thereby enhance in value every homestead situated in their neighborhood. They cause a proper distribution of population between town and country. For many years in this country there has been a movement of population from the rural districts into the cities and manufacturing villages. Many ancestral homesteads have been deserted for promising "fresh woods and pastures new" in the commercial world. This centralization of population is evidently a violation of economic laws, and when carried too far results in business depression, in the multiplication of tramps, and in the origination and development of industrial and social troubles. The remedy for this state of affairs is found in the readjustment and proper distribution of population between town and country. When men, sick of waiting on waning business prospects, turn to the soil as their only refuge from non-employment and surplus productions of factories, and reoccupy and rehabilitate deserted or run-down farms, then business revives, and the wheels of industry and enterprise revolve steadily and with increased velocity at each revolution. Bad roads have a tendency to make the country disagreeable as a dwelling-place, and a town which is noted for its bad roads is shunned by people in search of rural homes. On the other hand, good roads have a tendency to make the country a desirable dwelling-place, and a town which is noted for its good roads becomes the abode of people of taste, wealth, and intelligence. Hence it behooves every town to make itself a desirable place of residence; for many people are always puzzling themselves over the problem of where and how to live, and those towns which have their floors swept and garnished and their lamps trimmed and burning ready to receive the bride and bridegroom, will be most likely to attract within their borders the seekers of farm life and rural homes. We now live in the city and go to the country; but we should live in the country and go to the city. This is "a consummation devoutly to be wished," but it can never be brought about until good roads connect the cities and villages with the green fields and beautiful scenery of the country. All money and labor expended upon them result immediately in a convenience and benefit to the whole community. Every one should deem it an honor to be able to do anything to improve and beautify the highways of his town. The Lacedemonian kings were *ex officio* highway surveyors, and among the Thebans the most illustrious citizens were proud to hold that office; and a few years ago Horatio Seymour, of New York, said that his only remaining ambition for public life was to be regarded as the best path master in Oneida County.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE Cambridgeport (Mass.) club has leased spacious quarters over B. M. Snow's market, on the corner of Main and Pearl streets, which they will occupy as soon as fitted up. This club is making rapid strides in membership.

THE *Wheelman's Gazette* comes to us from its Western home. We do not like to do injustice to the past management by being too fulsome in our praise of this issue of the monthly. It is enough to say that the September number is sufficient proof that Darrow Bros. have kept their word as made in the announcement of sale and transfer, and that the *Gazette* is first-class and bright.

THE Lynn track will be in fine shape for racing next Monday. The surface is now over a year old, it has had time to settle, and the greatest care has been taken of it, so that now the Lynn track can be called the best in the country.

THE New Mail has met with great favor, and has proven a strong roadster in long tours this year. The ball head is highly spoken of by wheelmen who use it. Messrs. Read tell us they have no improvement to make for next year, the Mail having proved dead right.

HAD not the League better revise the constitution of the United States? Might just as well do this as prohibit road racing when the local authorities allow it. It is time to talk of punishment of members when wheelmen race in direct opposition to the wishes and commands of the powers that control the roads. We hope the rumor that the L. A. W. is to take this step is not correct.

THE longest line of sundries in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalog.

A NOVELTY in the way of road races was recently enjoyed at Atlanta, Ga. A twenty-mile road race, which was witnessed from first to last by a moving grand stand made up of an engine and a train of platform cars with seats on same. As the railroad and the highway were in sight of each other nearly the entire distance, a splendid opportunity was given the people on the train. This is the first instance on record when anything of the kind in connection with a bicycle race was ever tried, so Atlanta can score a "new departure." The first three men were H. Durant, Ed Durant and Homer Reed. Time, 1:28. The most pleasing feature to the people at 182 Columbus Avenue, Boston, is that the first three men rode Victors. "It is the same old story," said Mr. Cverman.

THE bicycle was lately introduced in Phoenix, Arizona, and there, as in many other places, its advent was obnoxious to the few. A petition was at once gotten up, which read: "As the lives and property of the citizens of Phoenix are in danger," etc., etc.; the usual exclamations against the terrible bicycle following. We are aware that the bicycle has been looked on as a horrible engine in destruction of human life, but we never viewed it as being peculiarly dangerous to property. Evidently the Arizonian mind, on seeing the first bicycle, thought it some form or contrivance with cyclonic tendencies, or an invention in which dynamite and giant powder formed the chief components; or perhaps the Arizonian who conceived and drew up the petition had been indulging too freely in Arizonian whisky?

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.

THE Victor people are happy again over the triple victory in the great road race at Minneapolis, Minn. The distance was twenty-five miles, and it was hotly contested from start to finish. The winner, Charles Barwick, rode a Victor, as also did J. Purvis-Bruce and J. R. Stockdale. The defeat of the cracks, E. A. Savage and E. J. Hale, was a great feather in the caps of the Victor men, and Overman is consequently happy.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalog on application.

WE regret to learn that the Track Association of Lynn are in a hole to the tune of some \$2000. It is said that \$500 was sunk at the late firemen's tournament. Local wheelmen, as a matter of duty and evidence of appreciation, ought to turn out en masse next Monday, and give the boys a big paying gate.

THE Marlboro' Club tandem had another feather placed in its cap the other day, this machine having been ridden by F. W. Allard and E. Oxborrow in their record breaking ride of from two to ten miles.

FOUR well-known hammock saddles are manufactured by the Gormully & Jeffery Mfg. Co., of Chicago. Send for their catalog if you need anything in this line.

AT Woodstock, Va., October 4th and 5th the following races will be given on the grounds of the Shenandoah County Agricultural Society: One-mile race, open to wheels not under thirty-five pounds; slow race, 100 yards; three-mile lap race; half-mile novice, open to those who have never won a prize; half-mile without hands; one-mile handicap. Entrance fees, fifty cents, to be made to John H. Grabill, Secretary, Woodstock, Va.

FIXTURES.

- Sept. 5—Lynn Cycle Club.
- Sept. 5—Maverick Wheel Club, East Boston, 10-mile road race at Winthrop, Mass.
- Sept. 7—Hartford Wheel Club's tournament, Charter Oak Park.
- Sept. 10—Philadelphia road race for Tryon cup, Lancaster pike.
- Sept. 10—Central Wheelmen's celebration and race meet, Cincinnati, Ohio.
- Sept. 15—Louisiana Division race meet at New Orleans.
- Sept. 17—East Hartford Wheel Club.
- Sept. 20—Rhode Island Division, Narragansett Park, Providence, R. I.
- Sept. 21—Albany, New York, Ridgefield Grounds, H. Gallien, Secretary.
- Sept. 23-24—New York State meet at Cooperstown, N. Y.
- Sept. 30, Oct. 1—Missouri Division L. A. W. meet.
- Oct. 4-5—Shenandoah County Agricultural Society, Woodstock, Virginia.
- Oct. 15—Attleboro', Mass.

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Economy Is Wealth.

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embodies both these requirements, and Bicyclists cannot therefore afford to do without a pair of these superb stockings. The Sole, Heel and Toe are all made of a specially made unbleached Linen Thread of extreme strength, smoothness, elasticity and coolness. These stockings are not only the most comfortable made, but they will

Outwear any Two Pair

of cotton or worsted soled hose. Ask your dealer for them, and if he has not any send your size and the color desired to

HENRY D. SMITH & CO.,

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- The QUADRANT** led the way with the large steering wheel and its success compelled others to follow.
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- The QUADRANT** never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an automatic spring, nor any such past and passing contrivances.
- The QUADRANT** led the way—was original—has served as a model for imitation—and continues still the only true principle for a velocipede of three wheels.
- The QUADRANT** has done a mile ON THE ROAD in 2 min. 38 sec.—never yet approached. Has won every hill climbing contest it ever entered, notably the great Weatheroak contest, in which it finished 1st, 2d and 3d against Bicycles, Tricycles and Safeties. It holds the United States road record, 50 to 100 miles, done on a roadster—the 5-mile 1887 championship of England, and has won innumerable contests at home and abroad.
- The QUADRANT** is made by a firm who manufacture no other machines but Tricycles, who pay their men by the week (no piece work), who take pride in the history and traditions of their machines, hence its permanent superiority.
- The QUADRANT** is guaranteed, and the machines we import are built especially for American roads, possessing elements of strength to be found in no other machines.

No. 8 for Gentlemen.

No. 14 for Ladies.

No. 15 (Tandem) for either or both.

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NEW RAPID ROADSTER.

THE NEW RAPIDS

Roadster, Light Roadster and Safety,
(Dover Pattern)

with the original and only perfect

TRUE TANGENT WHEELS,

Extensively copied, but never equaled.

Detachable Tubular One-piece
Handle Bar,

Warranted not to work loose.

Hollow felloes—6-in. cranks—square rubber ball pedals—black rubber tires—T., Pear or Spade Handles. Single ball bearings both wheels.

WEIGHT:

50-in., Roadster 40 lbs. Lt. Roadster 36 lbs.

Warranted Interchangeable

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Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—F. J. Pool, 3 Broad street, New York City.

Nebraska.—Perry Badollet, Omaha National Bank, Omaha, Neb.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oscaloosa.

Wyoming Territory.—C. P. Wassung, West Springs.

Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and enclosing a stamped addressed envelope for reply.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Purvis-Bruce J., Tribune Office, Minneapolis, Minn.

Cramer, Geo. P., 3418 Burt St., Omaha, Neb.

Cramer, Theodore P., 3418 Burt st., Omaha, Neb.

Meyers, E. F., 97 Summer street, Boston.

Woodman, C. M., Union Pacific Railway Company, Omaha, Neb.

FOR SALE OR EXCHANGE.

FOR SALE—Second-hand Star, Victor and Yale Bicycles at great bargains. Address, for descriptive price list, E. H. CORSON, Rochester, N. H.**FOR SALE**—One 1887 Columbia Tricycle, latest style. A few bargains in Bicycles. T. B. RAYL & CO., Detroit, Mich.**BICYCLES FOR SALE**—One 56-inch Expert, 1887 pattern; one 56-inch Royal Mail. Both in splendid condition, and will be sold cheap. ROBT. J. KEPPEL, Utica, New York.**BARGAINS IN CYCLES**—New and second-hand machines sold on instalments; lowest cash prices guaranteed; old machines taken as part payment for new ones; all kinds machines bought, sold and exchanged; bicycles and tricycles sold on commission; special instalment agent for Victor, Rudge, New Mail, Apollo and first-class machines; correspondence and inspection invited; send stamp for circular and terms. I. P. LORD & CO., 48 Union st., Boston.**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.**BARGAINS**—Victors, \$75, \$80; Standard Columbia, \$40, \$45; Experts, \$70, \$75; sizes, 48-inch, 50-inch, 52-inch, 54-inch. None but good wheels. Sent C. O. D., with privilege of examination on receipt of \$10. Freight prepaid upon receipt of price. VICTOR AGENCY, Mitchell, Dak. Lock Box 132.**BICYCLES AND TRICYCLES** wanted, to supply our large demand for second-hand wheels; fair prices paid for same. I. P. LORD & CO., 48 Union st., Boston.**BICYCLES AND TRICYCLES**, new and second hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.

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For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

SECOND ANNUAL

* RACE MEETING *

OF THE

Rhode Island Division,
L. A. W.,

AT

NARRAGANSETT PARK,

Cranston, R. I.,

TUESDAY, Sept. 20,

(Opening Day of the STATE FAIR.)

◀ \$350 IN PRIZES ▶

THE EVENTS:

1. 1-4 Mile dash (Prof.), 1st heat.
2. 1 Mile novice.
3. 1 Mile tandem.
4. 1 Mile open Amateur.
5. 1-4 Mile dash (Prof.), 2d heat.
6. 1 Mile R. I. Div. Championship.
7. 1 Mile Professional.
8. 2 Mile open Amateur.
9. 1-4 Mile dash (Prof.), final heat.
10. 1 Mile Star.
11. 3 Mile Lap (Professional).

Races Called at 1.30 O'clock, P. M.

With exception of Third and Sixth, there will be two prizes in each event. A third prize will be added in every event where there are six or more entries, and a second prize in the Tandem race for three or more entries.

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Entrance fee, for each event, \$1.

Address Entries and all Communications to

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Chairman Racing Board, R. I. Div.,

No. 8 Elmwood Avenue,

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THE

WHEELMAN'S GAZETTE

A MONTHLY MAGAZINE OF 32 PAGES, 9 x 12, AND COLORED COVER, DEVOTED TO THE INTERESTS OF WHEELING. PRICE 50 CENTS PER YEAR, POST-PAID. SEND FOR A SAMPLE COPY, WHICH WILL BE MAILED YOU FREE. ALSO AN 8-PAGE ILLUSTRATED LIST OF VALUABLE CYCLING ACCESSORIES, COMPRISING EVERY LITTLE REQUISITE THAT ADDS TO THE COMFORT OF THE CYCLER. THESE ACCESSORIES WE OFFER FREE TO EVERY WHEELMAN ON CERTAIN CONDITIONS NAMED IN THE CIRCULAR. SEND FOR SAMPLE COPY AND PREMIUM LIST. IT WILL COST YOU NOTHING—ONLY A POSTAL CARD. ADDRESS

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Quarter-mile, 40 2-5s.; Half-mile, 1m. 22s.

On a "Marlboro' Club," Undoubtedly the Fastest Machine Ever Made.

AT VIENNA, JUNE 10th,

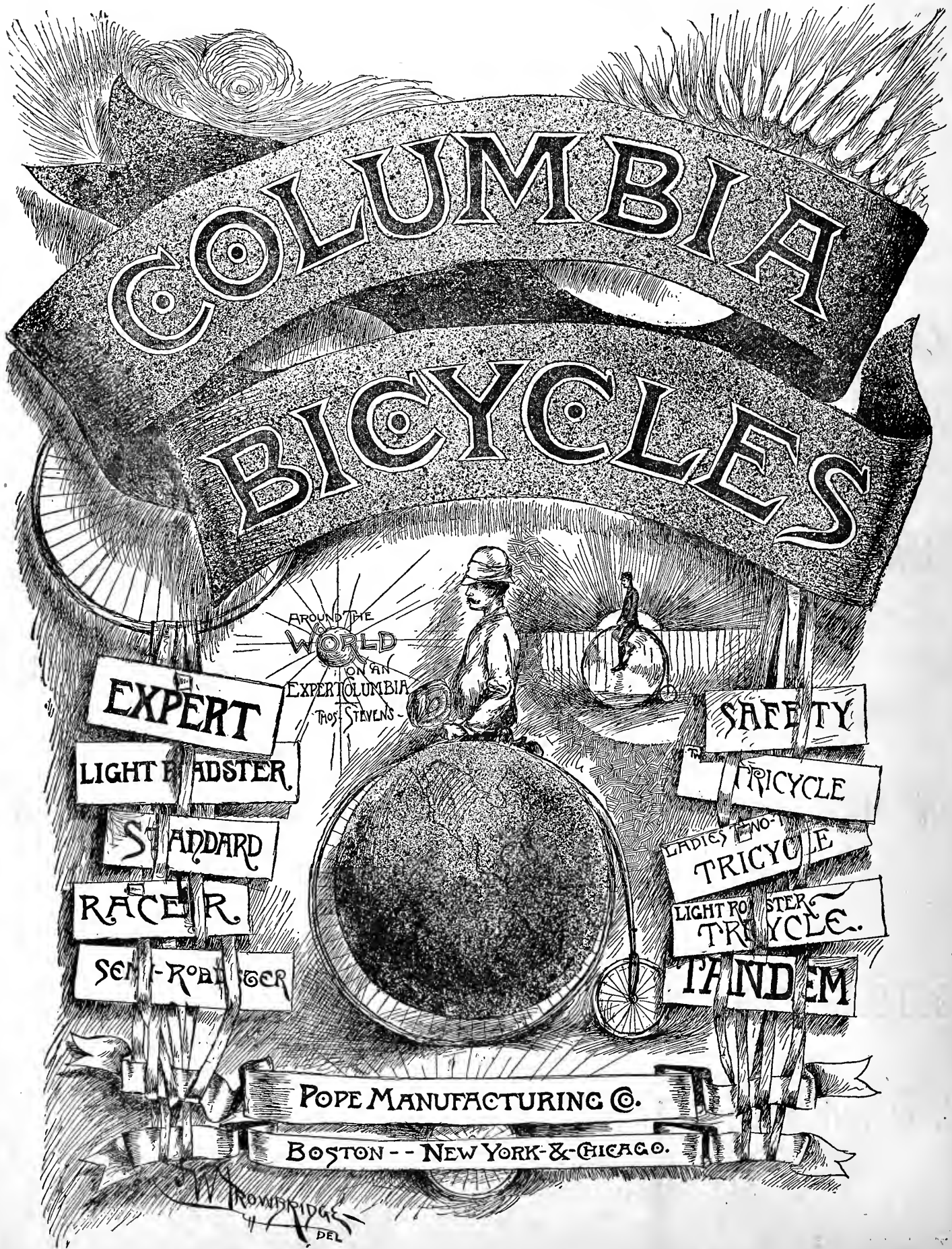
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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.
5 cents a copy.

BOSTON, 9 SEPTEMBER, 1887.

Volume XV.
Number 19.

THE ROAD RACE.

The Most Spirited Amateur Race Ever Held in the Northwest.

(From Minneapolis Tribune, August 19th.)

THE 25-mile road race for the amateur championship of the State and of the Minneapolis Bicycle Club, was run yesterday afternoon on the Lake Harriet boulevard, the start being made at 3.07 o'clock. The authorities had been making every possible endeavor to prepare the boulevard for the race, but the recent rains had caused the surface in some places to be so full of ruts that fast time was well nigh impossible. The course as first decided upon was exactly 25 miles (9 laps of 2 7-9 miles each), but a portion of the course was changed to a slightly longer road, which made the race in reality one of 25 1-2 miles. The contestants and their mounts were as follows: E. A. Savage, Columbia Light Roadster; F. F. Stahl, Light Champion; Charles Barwick, Victor Light Roadster; W. C. Cutler, Columbia Light Roadster; J. R. Stockdale, Victor Light Roadster; A. M. Bell of Hamline, Victor Roadster; Harry Lackor, Columbia Light Roadster; E. J. Hale, Columbia Light Roadster; Charles Wicht, Columbia Light Roadster; George Schultz, Columbia Light Roadster; Colie Bell, Star; J. Purvis-Bruce, Victor Light Roadster; J. W. Urquhart, Champion. In the first lap F. F. Stahl, Harry Lackor and Charles Wicht retired from the path. In the second, J. W. Urquhart followed suit. In the fourth E. J. Hale and George Shultz quit the contest. Hale is reported to have been sick all last week and was in no condition to ride. In the fifth lap A. M. Bell of Hamline dropped out, as did Colie Bell. Something strange about this, as Colie Bell is one of the toughest road riders in the country and was apparently in excellent shape. E. A. Savage, the amateur champion of the Northwest, had led in each lap, but in the eighth lap he was taken suddenly sick, presumably from taking a pace, which was, considering the roads and the wind, too great for him to keep. The race now lay between Charles Barwick, J. Purvis-Bruce, J. R. Stockdale and W. C. Cutler. Barwick forged ahead at a fast pace, and soon had a lead which made his competitors tired. At the end of the 23d mile, in the ninth lap, Stockdale rapidly gained on Purvis-Bruce, and a brisk fight for the lead ensued, which was kept up to the tape. Chas. Barwick made the distance, 25 1-2 miles, in one hour and fifty minutes. Three minutes

later Bruce put in an appearance with J. R. Stockdale lapping his little wheel. When within half a mile of the tape, both spurted and for a time it was doubtful which would win. Stockdale's final spurt was, however, commenced too late, as Purvis-Bruce crossed the tape one second ahead of him.

Seven minutes later W. C. Cutler covered the distance, he being the last of the four who completed the nine laps. The race was a tough one, and was far from being very enjoyable, on account of the condition of portions of the road and a head wind, which was unfavorable to the riders about one-half the distance of each lap. About 1000 people witnessed the race, the hottest amateur wheel contest ever witnessed in the Northwest. Three prizes were given, the first by the motor company, the second by the club, and the third by Heath & Kimball, the sporting goods dealers. The defeat of E. A. Savage, E. J. Hale and Colie Bell was a great surprise, as they were looked upon as easy winners. The behavior of the carriage people who witnessed the race, speaks well for Minneapolis, as with one exception no attempt was made to use the driveway during the race. The park policemen were on duty to preserve order, but the crowd was so good natured and obliging that police duty was hardly needed. A better behaved and more courteous set of people towards wheelmen than Minneapolitans would be hard to find. The park commissioners did all in their power to make the road race a success, and their courtesies do not lack appreciation.

Three Prizes Were Offered,
Three Victor Light Roadsters
Were Entered,
Taking 1st, 2d and 3d Prizes.

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IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

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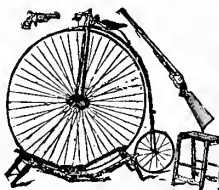
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(Yost & McCune Patent.)

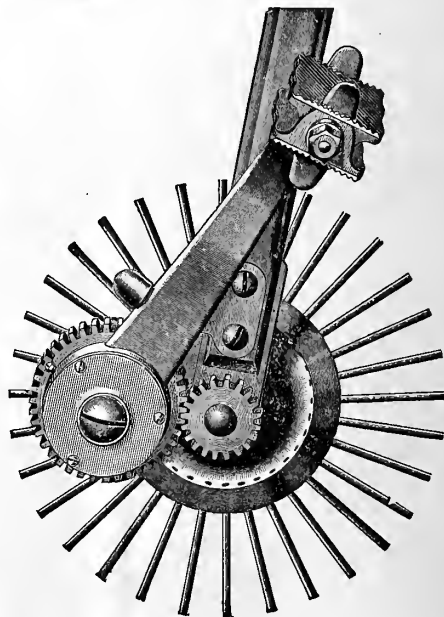
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Light Running. Fish Adjustable Saddle.
Known to be the Best.

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The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches. The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth roadster. Agents wanted in all unoccupied territory. For further particulars address,

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141 Washington St., cor. Cornhill and Brattle Streets, or **SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.**

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Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and enclosing a stamped addressed envelope for reply.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

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FOR SALE—Second-hand Star, Victor and Yale Bicycles at great bargains. Address, for descriptive price list, E. H. CORSON, Rochester, N. H.

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SECOND ANNUAL

* RACE MEETING *

OF THE

Rhode Island Division,
L. A. W.,

AT

NARRAGANSETT PARK,
Cranston, R. I.,

TUESDAY, Sept. 20,

(Opening Day of the STATE FAIR.)

A \$350 IN PRIZES

THE EVENTS:

1. 1-4 Mile dash (Prof.), 1st heat.
2. 1 Mile novice.
3. 1 Mile tandem.
4. 1 Mile open Amateur.
5. 1-4 Mile dash (Prof.), 2d heat.
6. 1 Mile R. I. Div. Championship.
7. 1 Mile Professional.
8. 2 Mile open Amateur.
9. 1-4 Mile dash (Prof.), final heat.
10. 1 Mile Star.
11. 3 Mile Lap (Professional.)

Races Called at 1.30 O'clock, P. M.

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50-inch Victor Light Roadster,	65	54-inch Victor,	-	-	60
50-inch Expert Columbia Roadster,	65	54-inch New Mail,	-	-	85
50-inch Harvard (perfect and good,	35	55-inch Royal Mail,	-	-	55
50-inch Royal Mail (good as new)	55	55-inch New Mail,	-	-	75
51-inch Royal Mail,	60	56-inch Rapid (really new)	-	-	85
52-inch Sanspareil (bargain)	40	56-inch Challenge,	-	-	50
52-inch Victor,	65	58-inch Rudge Light Roadster,	-	-	65
52-inch Standard Columbia,	30	58-inch Cornell,	-	-	50
52-inch Royal Mail,	65	48-inch Star, Silent Ratchet,	-	-	60
53-inch Columbia Light Roadster,	60	48-inch New Mail,	-	-	85
54-inch Challenge,	40	56-inch New Mail,	-	-	75
54-inch Expert Columbia,	60	54-inch Royal Mail Racer (<i>New</i>),	-	-	50
54-inch Premier,	30				

Above are a part of our second-hand stock, but all will be closed out, and gives an opportunity to secure a wheel fully \$20 to \$25 under their worth next spring. Also Victor Tricycle, \$60; Royal Mail Tricycle, \$100, &c., &c.

Application should be made at ONCE, for they will be quickly taken up!!

SPECIAL OFFER.

Our **New Mail**, though its first year, has been a **Perfect Success**, and has had an **Extraordinary Demand**. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a **SHORT TIME ONLY** a few of these **Superb New Mails** in exchange for others!!! This we have **PERSISTENTLY** refused to do heretofore, as the demand was so great. Wheelmen desiring to Exchange their present old mounts for a

New Mail, with Trigwell Ball Head and Perfection Backbone,

will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time, as we do not care to place many in this way. Address,

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THE BICYCLING WORLD COMPANY,

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BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 9 SEPTEMBER, 1887.

WE have been asked by some why we limit the time of riding to between the hours of 6 A. M. to 9 P. M. during our great road race. We have answered, that on no other condition would we undertake the management of the race. We cannot secure checkers to sit up all night to watch the contestants, and we certainly should want some rest ourselves. In some cases a man may be within three or four miles of his expected destination at 9 P. M., it is not intended to stop a man in the middle of the highway and expect him to camp out but we shall take the exact time he does arrive at his destination, and he will not be allowed to start until the extra time he rode after 9 P. M. has expired after 6 A. M. the following day. Thus if a man rode till 9.15, he cannot start away again until 6.15 the following morning.

ESPECIAL care will be taken by the checkers to see that the contestants do not obtain any advantage by riding over time. Fifteen hours out of every twenty-four is plenty for any man to ride at best speed. In this manner it does away with the objectionable feature of driving the men to the last extremity of endurance. It will give the men nearly nine hours for unbroken rest, none too much in a race like this.

AS the section through which the race will be run is thickly settled, there is no reason why a man should not be able to reach some haven of rest within thirty minutes. We therefore think that this time (thirty minutes) will be the limit allowed in each case of riding after nine. In other words, a man must stop where he is by 9.30 P. M.

THERE is a strong probability that the direction of route in our great race will be from Chicago to Boston instead of, as originally suggested, from Boston to Chicago. Our reasons are, the natural trend of grade is down towards the Atlantic board; the prevailing winds in October are apt to be westerly; and finally for motives of personal convenience to ourselves.

THE action of the Orange Wanderers in withdrawing from the Road Racing Association shows extreme conservatism and an honest determination to stand by convictions. In the official action of the Wanderers we think we see the motive in the fact that the members see in the near future the inevitable refusal of the authorities to allow such contests on the road. We think the time will come when local authorities may veto any request for the use of the highways for the purpose of road racing, but we do not believe in

crossing a bridge until you come to it. So long as wheelmen do not abuse the privilege, and so long as the authorities give consent, then we think that racing on the road is admissible. We are not aware that the Road Racing Association and the New Jersey road authorities have had any trouble, or that the use of the roads for occasional road racing has been denied, until such be the case we think the Association has a right by courtesy to exist, and carry out the object of its being.

VOLUNTEER CHECKERS WANTED.

We print below a partial list of places where we want volunteer assistance in checking the contestants in the BICYCLING WORLD road race. Local cyclist will oblige by sending in their names, and those accepted will be put on the FREE LIST of the BICYCLING WORLD for six months. "First come, etc." We shall print full and further particulars each week and also revise the list of towns and villages in which we want checkers:

Massachusetts, partial and incomplete: Fitchburg, North Adams. New York: Albany, Loudenville, Watervliet Center, Schenectady, Hoffman's Ferry, Amsterdam, Tribes Hill, Fonda, Palatine Bridge, St. Johnsville, Little Falls, Ilion, Utica, New Hartford, Kirkland, Vernon, Onieda Castle, Canastota, Chittenango, Fayetteville, Syracuse, Camillus, Elbridge, Sennett, Auburn, Cayuga, Seneca Falls, Waterloo, Geneva, Castleton, Hopewell, Canandaigua, East and West Bloomfield, Lima, Avon, Caledonia, Le Roy, Stafford, Batavia, Corfu, Crittenden, Mill Grove, Bowmansville, Buffalo, Dunkirk, West Seneca, Bay View, Eighteen-mile Creek, Evans Centre, Irving, Silver Creek, Fredonia, Brockton, Portland, Westfield, Ripley, State Line.

Pennsylvania: North East, Harbor Creek, Erie, Weigletown, Fairview, Gerard, East Springfield, West Springfield.

Ohio (complete only to Cleveland): Conneaut, Amboy, Kingsville, Ashtabula, Saybrook, Geneva, Unionville, Painesville, Mentor, Willoughby, Wickliffe, Euclid, Collamer, Lake View Cemetery, Cleveland, Mansfield, Columbus, Springfield.

Indiana (incomplete): Hagerstown, Richmond, Indianapolis, Lafayette, Oxford.

Illinois (incomplete): Sheldon.

NOTE: Some of above places have been covered.

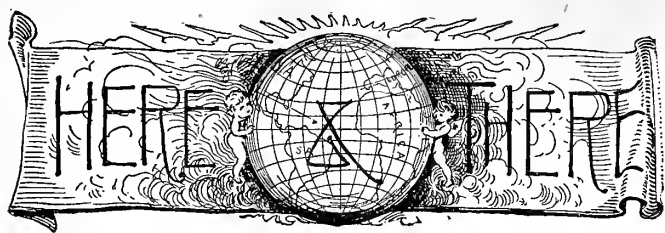
ROWE GOES TO ENGLAND.

W. A. ROWE leaves to-morrow (Saturday) for England to ride the best man England can produce. He will not ride in open races of any sort; only matches. Of course this means Howell. The good wishes of all Americans will follow him. W. A. Allen and Asa Wendle will accompany Rowe.

ONE copy of the 1887 Indispensible Handbook has come to hand. It is an exhaustive handbook of all English machines, sundries and specialties. It deals with American makes, describing all excepting the Springfield Roadster and the King. We are daily expecting a lot of these publications and shall be soon ready to fill orders.

THE *Bicycle South* thus views through pessimistic glasses the status of the social side of cycling in the Crescent City: "Many of our wheelmen have spent some time during the spring and summer North, and all return with glowing accounts of their treatment by the wheelmen wherever met, and it's only through them we find (like in everything else) we are far behind in this most fascinating of sports, "wheeling." While we can see a marked increase in the sale of wheels and new riders, the fraternal feeling found North is lacking. False pride and little petty jealousies are ever creeping in to mar this spirit of good fellowship * * *."

THE full particulars are at hand of the trial of Fred Wood, in Sydney, N. S. W., on the charge of stealing a purse, the property of William Marshall. The trial brought some very "onpleasant" incidents in connection with the relation of Mr. Wood and Mrs. Marshall. The fact that Mrs. M. stuck by Wood and insisted that the purse was not stolen saved Mr. Wood from a very disagreeable fate. Mrs. Marshall told three different persons that the purse had been stolen, but when it came to the court room she backed water, and came up smiling on Freddie's side. From the testimony in the case we judge that there is good material for a divorce suit in Australia, and also in England.



ENGLISH LETTER.

"SENATOR."

SINCE writing you from Grimsby I have paid a visit to the famous Tyne-side district or North Country of England, famous for the production of such cycle heroes as the famous six-day professional George W. Waller; R. H. English, the famous "go-all-the-way" ex-amateur champion, and who is favorably known in America—taking part in the 1885 contests at Springfield—and who has now fallen into the professional ranks, and "sits up" and "waits for the finish" complacently enough. Some of his supporters say that "Bob" is gone back and is not the "Bob" of his amateur days. I don't take any stock in the assertion. The facts are simply, these men are riding faster now than they were two and three years ago, and to keep pace with time "Bob" should be riding faster than three years ago. Is he doing it? I think he is; but not hardly fast enough to win all races.

"Come in," was the salutation I received in response to a knock at a door in a fashionable quarter in North Shields the other day. The invitation to "come in" was from a very handsome looking lady of about twenty summers who, the genial "Bob," who soon made an appearance, introduced to me as "Mrs. English." A very little probable "record breaker" of some ten days' existence drew forth the remark from "Bob" that "this is my first." A number of prizes won in the States and England showed that Mr. English does not part with his prizes like some people for their worth in gold.

"My name is Waller," was the self-made introduction from the famous George W. to me on the first appearance of the American team at North Shields, August 13th. "I have often heard of your doings, Mr. Waller, and have taken a good deal of interest in your long-distance journeys," was my response. "I suppose you don't entertain the idea of entering the field again?" I inquired. "No; I have done all I care to in long-distance work, and have no need to do so now," replied Mr. Waller, who looks about thirty to thirty-five years old, and on whose face no traces of his old-time hard struggles for six days had left marks. Mr. Waller owns about forty houses in Newcastle, and is independent—made in a great measure (or started) from the six-day tournaments he inaugurated some years ago. Tyre, Parkes, Edlin, Tom Waller, Cleminson and others of the old division were introduced to the BICYCLING WORLD correspondent in turns.

THE reception given the "Yankees" in the North Country was a royally enthusiastic one. Brass band, committee from clubs, town councilors, large crowds at station to meet them, public supper and other luxuries go to show, whatever a few sore heads say at home, the Americans are the most popular athletes in England to-day. *Wheeling* feelingly remarks in a late issue: "If we don't accuse these American gentlemen of 'cribbing' or wife beating they will monopolize public favor." A true sentiment.

THE races between Temple of Chicago and Wood of North Shields, ten and fifteen mile champion of England, three distances—half, one mile and two miles—went to prove that Temple is far away the fastest sprinter in England to-day, not barring Howell, who was beaten recently by men whom Temple could give twenty yards in the mile. Of course Mr. Howell's poor condition may be responsible for his defeat. The three distances—one, ten and twenty miles—between Woodside of Philadelphia and T. Battensby of Newcastle, who has repeatedly beaten the famous Lees this year, further proves that the popular "Woody" has once more grasped the form he displayed in defeating "Wood & Co." last year, as the spurt he made at the finish of the one and twenty was a terrific piece of work, equal to his Springfield form, and which struck terror to the hearts of the speedy Battensby's supporters. In the mile, when he gave the Tyne rider the "go-by" two laps from home, he fairly lifted his 59 racer past the post, beating Battensby by thirty yards. He would undoubtedly have won the ten miles but for the breaking of two spokes in his wheel, which stopped him in the seventh mile, but as he won the one and twenty, he won the match and stakes of \$250. Temple won all three matches against Wood.

LEAVING Woodside at North Shields to enjoy himself for a few days among the jovial people there, Temple and "yours truly" boarded the night express in the evening of our last matches north, and our tickets read "Tenby, South Wales." Some hundred miles west of Newcastle, at York station, a sickly looking man, whom I at once classed as belonging to the collier profession, boarded our train and dropped wearily into our compartment with a groan. Temple looked anxious and asked quietly, "Is he drunk, 'Senator'?" No; but I believe he is very sick, was my response, and events afterwards proved he was. Nearing Gloucester, some sixty miles further, another passenger, bound for Bristol, entered our car, being a young man—and our first passenger's condition seemed to be getting worse. The last passenger left the car at the first stopping place for another car. The first streaks of day-light were struggling through the car-windows, when the sick man uttered a deep groan, and a peculiar rattle made itself manifest that death was approaching. He leaned wearily back and faintly said, "I'm tired, and want to go home." I made a hasty couch on the cushioned seat, and with Temple's assistance laid the poor man on the same; but before our work was done his spirit had fled and he had, I hope, "reached home." At the next station I called the attention of the guard, and the corpse was gently removed, and we changed cars and proceeded on our journey. "In the midst of life we are in death."

THE Welsh people gave us a grand reception here on our arrival. The same routine—band, Mayor's address of welcome, large crowd, etc. The annual sports of the Tenby Cycle Club came off yesterday in an abominable nine lap track. Temple from scratch won both open professional events against the nine Welsh professionals. Morgan rides his first race here Saturday against the Champion Ace for the Welsh championship. This is the most charming nook for a sea-side resort in Great Britain, and for wild, rugged beauty would be hard to beat anywhere. We go out boating, fishing, swimming, etc. daily, and are the "big guns" among the kindly Welsh people. Temple got a beautiful "lingo" in preparation.

THE European team under Herbert Oswald Duncan's management have been in England for about a month, but, strange to say, they have fallen flat through some cause or other. Eight thousand people welcomed the Americans to Leicester, where they made their English debut. Eight hundred saw the European team's first appearance at same place. I believe, though, the atmospheric condition was certainly in favor of the "Yankee" team. But at Coventry last Saturday, notwithstanding Howell's presence to back up the team, only six hundred people saw them perform, and the day was a grand one. Three thousand people saw the Americans at the same place. I can't say what is the matter. It is a pity for Mr. Duncan, as he is a well-intentioned young man, but how the five men who compose the team are going to "rough it" I don't know, unless Rudge & Co. (whose machines they all ride) step in and foot the bills; I'm afraid some of them will have a pedestrian tour on their hands the coming Autumn.

"Good old Todd," he of Basinghall street, "high munky munk" of the N. C. U., has resigned the "general management" of the above body. The editors of *Wheeling*, who are responsible critics, think that Robert saw squalls in the distance, and consequently steered his ship in the harbor, anchored, and scrambled on the beach to observe the storm from afar. The latter is not their language, but after reading "Cycling Gossip" in *Sporting Life* yesterday, I'm inclined to believe that is their views in the matter. I've seen many of the N. C. U. badges in my travels, and from an American standpoint they look "all very fine and large," and very much like our "Abbotts" genuine article. The N. C. U. is a weak vacillating body, in my opinion, and their "suspensions" and allowing the same men to go and "do it all over again" would make the L. A. W. Boss's teeth chatter with rage.

In my previous letter I have omitted to say anything about Henry Sturmeys plucky effort to raise enough funds through the medium of his paper, the *Cyclist*, to provide a "Jubilee Life Boat" to commemorate cyclists' actions in this year of jubilee. The task has indeed been a hard one, for the average British cyclist doesn't seem to be burdened with too much loose cash that he will "give up" even for a life-saving craft. Mr. Sturmeys' pleadings have, however, had effect, and I believe now enough has been raised to proceed with construction of same, and Henry will go to the seaside for his holidays and dream of a staunch craft flitting from billow to billow in order to reach that poor stranded vessel with precious human life aboard, off that rock-bound British coast. All honor to Henry Sturmeys and W. I. Iliffe for their noble work.

RALPH TEMPLE, of Chicago, electrified Great Britain last week by offering to give any man in Great Britain ten yards start, barring Howell; or would take the latter on at even terms; and Woodside, to keep pace with, also offered to race any man in the world a ten mile lap race. Lees, of Leicester, accepted the latter, but after

Woodside defeated Battensby so easily, Lees "begged to be excused." Howell would take in both, but he wanted a month or two to get ready, and as the Americans have their already many engagements to fill, they could only offer certain dates, which Howell is considering.

PERCY LOW of *Wheeling* is "vacationizing;" "Junius Junior" is doing double duty at 152 Fleet Street; the "Welsher" is still round; Woodside still talks of "getting married;" Temple says he wants to see his girl, "you bet;" Morgan is in receipt of letters from several English professionals, asking for "something to do."

THE American team, having so much work in England, abandoned their Continental trip, but may visit Norway.

THERE are several makers' amateurs promenading up and down England at present; Howell has almost got over his periodical spree, but won't tackle any more milk-men at fistics; Medinger is the fast sprinter of the European team, and Dubois the "stayer;" the American team are several thousand dollars ahead and in good health; Morgan has engaged Waverly Market, Edinburgh, for a six-day race October 24 to 26, and Royal Agricultural Hall, London, for October 7 to 12.

TEMPLE will return in November to America, having increased ten pounds in weight on the trip in England.

FRED WOOD's trial in Australia for robbery and adultery created painful surprise here, and Fred's wife threatens divorce proceedings, so I'm told.

NEW JERSEY NOTES. ONCE more we have an opportunity of putting in a shot at sidewalk riding, as witness the following from the *Sunday Call*, 4 August. The article explains itself: "Ashbury Park, N. J., September 3.—Mrs. John K. Parker was terribly cut

about the head last night by a tricycle said to be guided by William F. Gray, a New York clerk, who boarded at the Hamilton House, and who ran her down on the sidewalk on Cookman Avenue. Gray has left the town. Mrs. Parker has a bad cut over her left temple." It is worthy of note that women and children are *almost invariably* the sufferers in these affairs and the riders generally get off scot free. I hope some day to record the fact of one of these "sidewalk hogs" (Do you think the term too strong, Mr. Editor? I'm inclined to think some stronger word should be coined for these cases,) having received a thrashing from some athletic father, brother, or husband, that will cause him to carry himself "in a sling" for a month. I know you'll "fall in" with me in my cheerful "hope."

THE annual games of the New Jersey Athletic Club to be held October 1, include a two-mile bicycle race.

A ONE and a two-mile bicycle race was decided on Saturday at Cape May, both events being won by L. J. Kolb, with C. B. Keen second. The time for the one-mile was 3.39 2-5, and for the two-mile 7.26.

THE Orange Wanderers have at last decided to give, and have completed arrangements for, a mammoth tournament to be held 17 September on our Roseville track. The programme will comprise ten events, taking in bicycle, single and tandem tricycle races. Good racing is an assured fact, as a large number of the best riders in the country have assured the management that they will appear. The rates for admission will be as follows: Admission, including seat on grand stand, fifty cents; with seat on open stand, thirty-five cents; general admission, twenty-five cents. Valuable prizes will be offered in each event, and some fast work is promised.

JUST "shake" with "London W." for me, Mr. Editor, for the stand he has taken in re road racing. We'll have them all in line before a great while, and then—let the L. A. W. give the boys a choice between anti-road racing and disqualification, and they'll take the latter dose like "little men." Wheelmen can get along, if needs be, without the L. A. W., but I'm puzzled to know just how the L. A. W. would manage to get along without wheelmen. Perhaps some of later-day attorneys can tell. I sincerely hope the disputed question will be so decided as to increase rather than decrease the present League membership, and this is probably why the officials are holding back on their decision.

THE Ilderan Cycling Club, of Bayonne, but recently organized, held their initial race on the Elizabeth Boulevard, last Saturday week. The races were witnessed by members of the Elizabeth, Passaic Co., and Hudson Co. Wheelmen and Orange Wanderers, and were one-mile with a turn. The first race was for a medal presented by Captain Tunison. F. C. Mahnken crossed the line first, but was disqualified for having fouled C. W. Williams, and the race was awarded to J. H. Van Winkle. Mahnken's time was 4.10 1-2.

The next was a race in four heats for a valuable trophy offered by the president, G. W. Yates. Van Winkle won the first heat in 4.03 1-5. The second went to Williams in 4.05, and the third and fourth and the race to Mahnken in 4.16 and 4.12.

THE Millville Bicycle Club generally manages to have a good time at their race meets, and their third annual, which was held August 30 on their four-lap track, was no exception to the rule. The attendance numbered nearly two thousand; the day and track were both in good condition. I received an account of these races by mail through the kindness of a friend who was present, and his account gives the two first heats of the quarter-mile dash as dead between H. B. Schwartz, Reading, Pa., and L. J. Kolb, Uni. of Pennsylvania, in 41 4-5s., and the final to Kolb in 52s., while associated press accounts name Wilhelm in place of Schwartz, giving the first time as 40s., and the final to Wilhelm in 51 1-5s. The one-mile novice was won by W. E. Young, 3m.; one-mile handicap, boys under 16—H. Blanchard, 3.17; one-mile, three minute class—C. B. Keene, Uni. of Pennsylvania, (protested) 2.59 1-5; half-mile dash—W. J. Wilhelm, Reading, 1.24 1-5; in this race J. B. Pierson, Vine-land, gave the winner a big job and was beaten by less than a yard. One-mile handicap—Lee Sharp (125 yards), 1.45; a hot race between Sharp and Young to the tape, and was won only by a scant foot; both started from the same mark. Two-mile lap—Wilhelm, 6.07 1-5, 10 points, as he pleased. One-mile open—Wilhelm had another tussle with Pierson, and, after a fine finish, crossed a length ahead in 2.55. Pierson captured the one-mile consolation in 3.39 1-5, beating Howell as he pleased. Wm. Lamb, the Smithville boy who made a record of 2.47 2-5 at Roseville, 4 July, seemed to be away off in his riding, and was unable to do anything at all.

DELAWARE THE progress in the advance of wheeling in our State has been a disappointment to many of us. There are several new riders in our city but we can only count three new members for our club and the same number for the Division, for this season's work, so far. The horrible condition of the streets in the city and the turnpikes outside, no doubt kept many from joining our ranks. The streets are Belgian blocks, cobble-stone turnpike, and unimproved; the dirt streets are the only ones fit to ride on; of the other three, it is hard to tell which is the worst. The turnpikes outside, of which we have five, are the worst of their kind. Although we have such poor roads, perhaps that may be a benefit in one respect, in making hard and tough riders; we have a few who can be found with the leaders in any run. The Lancaster pike is their favorite scorching ground. Some of our members can be found there every Sunday. Last Sunday seven of us went up via B. & O. train (bikes free on the B. & O.) and had a fine run out to Wayne. Two of our members suggested a ride out to Paoli and a scorch in from there to 52nd street; it is 6 miles from Wayne to Paoli, and 16 3-4 miles from Paoli to 52d street. The run was made direct, and the 16 3-4 miles were made in 58 minutes. The rough road took 11 for the Captain and 10 minutes for McDaniel. Wheelmen familiar with the road and the best record will find that Merrihew beat the record for the good road, and they had no idea they were making such good time.

OUR one-mile club championship race will be run in connection with the Warren Club sports on Oct. 8th. We have a few fast riders, and hope to have a good race.

WE have a variety of wheels here and the Victor is new this season; a few tricycles, but Delaware has not as yet a lady tricyclist, and it was quite a novelty for the Wilmington's to see so many ladies out on the pike, last Sunday.

RECORD OF THE WEEK.

"THE very quickest on record:" When we start this paragraph with the above sentence we believe that the following facts will establish the claim. The party of Providence wheelmen who came to Boston to enjoy a twelve hours' spin over our fine roads had an experience. The party under the pilotage of the Roxbury Club, with Dr. Emery in charge, started out as per schedule from Trinity Square last Monday morning. As there were several trikes in the run, they were allowed to "set pace;" then immediately following came the doctor. All went as merry as a marriage bell until the hill on Beacon street, going toward Bailey's, had been topped. At this time the "procession" was headed by the two trikes; then Doctor Emery closely followed by the visitors and members of the Roxbury Club. Just as the party had reached the top of the hill along came a certain Mr. Alfred J. Allen, driving a horse attached to a buggy. Mr. Allen passed the whole body of cyclists, but on approaching Mr. George L. Cooke, Jr., who was

one of the two trikers, he called out for room to pass, although there was plenty at the time. Mr. Cooke, however, did not hear the request, and so continued on the even tenor of his way. This seemed to madden Mr. Allen, and with an oath he proceeded to run Mr. Cooke down. This he did effectually, as the wheel of his buggy caught in the tricycle wheel, and poor Mr. Cooke was sent sprawling. Allen having maliciously accomplished his purpose lashed his horse, but he was headed off by a Roxbury man, who attempted to climb into the buggy. This assault was repelled by vigorous lashings on the part of Allen, who then tried to escape from the infuriated cyclists by dodging into a field. Emery and Bogman gave chase, and it was here that the ready wit of Bogman came to his aid, and was the means of stopping Allen. It was in this wise: Bogman pulled a flask from his "inside pocket," and with deep-throated threats vowed he would blow the top off the flying horseman's head if he did not stop. Allen looked, saw the dead aim, and came down. The man's name was procured, a warrant was issued, and Mr. Allen made to pay \$16.79 with costs; the whole thing within two hours' time. Trial Justice Washburn of Wellesley was the official who presided. That was quick work.

AH, there, Providence. What is the matter with sixteen seventy nine?

MERRILL, the Portland (Oregon) cyclist, calls himself the "Karl Kron of the West."

CHECKERS wanted!! Remember we want to cover the ground with checkers, from Boston to Chicago.

THE members of the American and Continental teams are now issuing challenges to all the world — "barring Howell"!!

THE first tandem ever seen in Kansas City is owned by Mr. C. B. Ellis. The ladies like it, so that settles the future of the tandem in Kansas City.

It surely looked like old times to see the Lynn grounds filled with a goodly crowd on Labor Day. With one or two exceptions the racing was fine.

KLIPSTEIN says that Corey Hill is much worse than Solomons, and "so inclined that when you are nicely pumped you reach the steepest grade."

YE gods!! Just think of Verax being a paid hireling of the Pope Manufacturing Co. That is about as straight as *Bi. News* gets when dealing in matters American.

NEW ORLEANS is all agog over the proposed first great tournament ever given there, Sept. 15th. One of the rules require the garments to cover knee and shoulder.

MESSRS. LAMBERT and Donahoe, of the Bostons, have gone on a ten-days' tricycle trip Down East. We hope to have an account of their "experiences" on their return.

THE paper called the *Minnesota Division* has ceased to exist. The *St. Paul Herald* will hereafter publish all the official news, and is appointed the organ of the division.

THE Mitchell Bicycle Club, of Mitchell, Dak., will have a three days' tournament, beginning Sept. 28 to 30th, inclusive. This Club have completed a good quarter mile track.

HEARTY responses have been received from many quarters but the route is not nearly covered yet. Send in your name. See list of places on editorial page where we want checkers.

JOHN WANNAMAKER had better come back from Europe, where he is reported as hobnobbing with Blaine, or else he will lose the League uniform contract. We wonder if John went to Carlsbad on the profits of this said contract.

LABOR DAY in Boston was perfect, and shoals of wheelmen took advantage of the holiday, the excellent condition of the roads and the perfection of the weather to wander out a-wheel.

THE racing interest seems to be awakening in the West and Northwest. This is an "off year" in the East, but we think the year 1888 will see a great revival and boom in path events.

S. H. RICH, (one hundred yards) won the two-mile bicycle race at the games of the Staten Island Athletic Club, on Monday, in 6.03 1-5; E. W. Gould (one hundred and fifty yards) being second.

IF the mountain refuses to go to Mahomet what should Mahomet do? Why, go to the mountain, of course. Respectfully submitted to W. A. Rowe, Esq., otherwise known as "Champion Rowe," who is by all odds the fastest man in America.

BROTHER DUCKER is in hot water. He has charge of Gies & Co.'s composing room, and as he proposed to employ some feminine compositors, the men very ungallantly struck. In answer to the ques-

tion, "Do you propose to accede to the strikers' demands?" Mr. Ducker characteristically replied: "Not for all the compositors in Buffalo. We build no bridges behind us, and there is no such thing as 'retreat' in this office. We don't propose to be told what we shall do."

YOUNG Harradon of Springfield will race as an amateur once more, the Board having reinstated him. We are glad of this for two reasons, one of which is that the amateur ranks will acquire one of the most promising young flyers in the country.

AN exchange wants to know who is to be the man to bring the record down to 2.20 for the mile? Ah who, indeed? For our part we think the being is not yet born that will accomplish this great feat. We will leave it for the twentieth century to bring forth the 2.20 man.

MR. ALLEN, the road hog who so beautifully ran into Mr. Cooke with malice intent, will not likely try that little game again. At 11.30 he ran into Mr. Cooke, at 1.30 he was just \$16.79 out for his fun. That is railroad justice. Would that retribution could always follow wrong doing as quickly and remorselessly.

STICK to what the WORLD tells you and you will not go astray. We have told our readers that Howell would not press American soil during the year 1887, notwithstanding, the other papers have knowingly winked and said, "He will come." He may change his mind like other and less distinguished human beings, but up to the present Mr. Howell has insisted that he would not come. Once he hesitated, when Lynn made him an offer, but he has not materialized.

THE estimate made by Klipstein that there are more active riders in St. Louis than in Boston is away off. The signs from which he draws his conclusions are that he did not see any one riding down town. If Klip had gone a little deeper he would have seen the reason of this in the fact that Boston men have a choice of riding surface and very sensibly avoid the pavement, and take "their'n" on the smooth suburban roads. The St. Louisians have comparatively no other choice than "Hobsons."

AN Irish paper thus describes an accident: "Descending a steep hill the unfortunate youth lost all control of his machine, which dashed down the incline with lightning rapidity and precipitated him against a wall at the bottom. When picked up his neck was found to be broken, but he was otherwise uninjured." Happy youth, what a narrow escape!! A little thing like a broken neck is a trifle as compared with any other injury. Still as we have only one neck to break we prefer to be "otherwise injured;" we think we could stand it better.

THE following clipping may be of interest to many of our readers in view of the fact that we look on the subject of the sketch as being the fastest rider in America, if not the world: "W. A. Rowe was born in Lynn, Mass. He is twenty-one years old. Until the year 1885 Rowe was a shoemaker. In that year he purchased a bicycle and entered in some of the road races. He succeeded in accomplishing the remarkable feat of riding 22 miles and 150 yards in an hour. This great cyclist is now the holder of all the world's records from one-quarter of a mile to twenty-two miles. He is five feet eight and one-half inches tall, and weighs 175 pounds.

THE last cartoon in *Bi. News* shows our old friend, G. L. Hillier, in full war panoply, rifle, cartridge box and fierce look all complete. We do not know whether Brother Hillier intends this as a gentle hint to ourselves that "we'd better look out," but we must confess to an awesome feeling on gazing on this martial picture, as we admit to having grave misgivings as to whether George Lacy can shoot straight or not. If what Mr. Hillier says of us in his paper is merely in a "Pickwickian sense," then we hope that his personal expressions of regard as per his private letters are a more genuine aspect of how Mr. H. feels towards us. There are two things that take the edge off *Bi. News'* spiteful flings; one is that though Hillier's name appears at the head as editor, a gentleman of the name of Harmsworth no doubt pens the little paragraphs; none the less is G. L. Hillier responsible, however. The other ameliorating feature is the following note, which appears at the head of the editorial column: "Articles in this or any other department do not necessarily express editorial opinion." A rather sneaky way of dodging responsibility.

"You might think," says a bicycle rider of note, "that only the legs would be exercised by riding a wheel, but it is a fact that a beginner feels the effect first in his shoulders and back. The muscles of the trunk, particularly about the sides and abdomen, are also used a great deal. Although the action of the legs appears to be similar to their action in walking it is found that six muscles in the calf not used at all in walking are brought into play. You can work those muscles by rising on your toes, but in walking they are

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not exercised. The speed attainable on ordinary roads in a ride of four or five hours, taking it comfortably and not trying to make a record, will average about eight miles an hour. It is a good horse that will keep up that gait. Expert riders can out-travel any horse that ever wore shoes in a twenty-four hour journey, but that, of course, is a feat of endurance. For practical, reasonable travel the bicycle is superior to a horse on good roads, and is by no means a plaything or an athletic's apparatus. It is a business and pleasure vehicle, and ought to be considered in the road laws."

Is there any significance in the following facts, which we have noticed, in the September issue of *Outing*? The prospectus carefully omits the usual promise of a continuation of "Around the World on a Bicycle." What's up? Then again we notice that the distinct promise, made some time ago, that more space would be devoted to cycling has failed most decidedly to materialize to any great extent. Whyfore? Without Tom Stevens' tour and without an increase of the cycling budget it really looks as though the magazine would not have anything in its pages by and by of a cycling nature. "Oh, dear, what can the matter be?"

The Eastern Road Club will hold their next race Saturday, October 8, starting at 2.30 P. M. Route as follows: (1) Start, Beacon, top of hill back of reservoir, left Hammond, left Ward, left Centre (to Newton Centre), right Beacon, left Woodard and Webster, left Walnut through Newtonville, seven miles. (2) Continue on to left Crafts, right High, left Moody (Waltham), left Derby, right Cherry, right River, left Auburndale Avenue, left Lexington, left Walcott and Webster, left Waltham, right Crafts, to right Washington, and round water trough at Newtonville, and repeat route number two. Finish in front of Nonantum Club House, Newtonville, nine miles. A total of fifteen miles.

A. F. WEBSTER and C. F. Lavender, two members of the Toronto, Ont., Bicycle Club, left Toronto on Saturday morning for Kingston, a distance of from 171 to 175 miles. Their total time was twenty-one hours and forty minutes, out of which was taken four hours and a half for meals, etc., leaving the actual riding time seventeen hours and ten minutes. They were coached through the dark from Toronto to Newcastle by Mr. Howard Chandler of the T. B. C., and from Napanee to Kingston by Mr. Smith, of the Napanee B. C. This constitutes the Canadian road record for all classes of machines, and the American road record for safeties. It is also the longest straightaway run known in America. Mr. Lavender rode a rear driving Comet, safety-gear to 57 inches, and Mr. Webster rode a 52-inch Invincible roadster.

LAST Monday we chanced to be down Hingham way; a mossy bank and a thickly leaved tree made repose in the soft open air enjoyable in the extreme. While thus reclining and dreaming, a rustic gentleman, who had seen some 60 summers, came along, and after some very facetious remarks about "running that thing" (my Victor safety) on Labor Day, he proceeded to unfold to my admiring mind the details of a wonderful treadle for driving a bicycle, yclept "the Hall." It seems that this treadle was made to work on the rim of the driving wheel direct, by means of friction. We confess to being a bit misty as to the exact method of application, but we won respect by being properly amazed, interested and instructed that such a contrivance had ever been tried. Has any one ever heard of the Hall treadle?

"JOHNNY, get your gun, get your gun." A young west end athlete, who possesses ingenuity as well as muscle, has made a hit by inventing a simple contrivance by which an orguette can be played by the movement of a bicycle wheel. He tells me he first got the idea from a musical German friend, and immediately commenced experimenting. He showed me the evidences of his success. The box or instrument is made fast to the steering gear on the yoke or neck of the machine, and the crank is connected by a rod to the pedals of the wheels. Without any extra exertion whatever he can now grind out music by the foot, yard or mile. As he rode away on his shining wheel the notes of that gay but awfully threadbare tune, "The Flowers that Bloom in the Spring," floated out behind him on the air. The ingenious bicyclist says his invention will do entirely away with the ear-splitting alarm whistle that warns man and beast of the approaching wheelman, as well as help beguile the cyclist's time when on a long journey.—*Phila. Times*.

THE following, taken from the *Spectator*, is so thoroughly in accord with our own ideas that we reproduce it *verbatim*, with the hope that the men who look on round shoulders and crooked elbows as grace personified, may learn to do better: "I wish wheelmen could all be brought to see themselves as others see them, when riding. The habit of constantly leaning forward when in the saddle is a most ungainly and ungraceful one, and can hardly fail to be productive of a confirmed stoop in the shoulders. Suppose it does take part of the weight off the back wheel and make riding some-

what easier? The advantages which result from an erect and graceful position and consequent increased expansion of the chest, will much more than compensate for the additional labor, if any is actually required. This matter was forcibly brought to my notice a few days since by witnessing the advent of a baker's dozen of cyclers into Garfield Park, Chicago. They came up the boulevard from the south, in single file, and the last mother's son of them seemed determined to see how far forward he could lean without taking a header, although there was no scorching going on at that time. If St. Louis wheelmen could add to the accomplishments they now boast, the additional grace of an erect and pleasing position in the saddle, they would be—well, pretty nearly irresistible."

DISSENSION IN "THE GLORIOUS ORANGES."

THE WANDERERS' DIVISIONS.

THE Orange (N. J.) Wanderers, with whom everything usually runs as smoothly as a well-oiled piece of machinery, has been having a lively time for the past three weeks, and all on account of the action taken by a few wheelmen in this vicinity in regard to the legality of road racing. The club, which has on its rolls the names of some of the best families of the "Glorious Oranges" has long been known as the quintessence of all that is respectable and select among riders of the bike and trike. A large number of its members are prominent New York business men, who reside in the Oranges and who ride solely for pleasure and exercise. The club prides itself upon numbering eight or ten ladies among its seventy odd members.

THE FIRST DIVISION OF OPINION

among the members was caused when the resolution was adopted at a regular meeting calling the attention of the municipal authorities to the need of an ordinance requiring cyclers to sound a whistle or bell by day and show a lamp by night. This matter, however, passed by without any serious eruption, but whether the present difficulty will be as easily overcome or not, is a question of the future.

THE PRESENT DISAGREEMENT.

had its start at the regular meeting held 17 August, twelve members being present, when the question of the legality of road racing was brought up. The club was one of the original members of the Road Racing Association, although never represented by a team in any of its races. A resolution was offered embodying the resignation of the club from the Association, on the ground that road racing was illegal. The resolution also instructed the secretary to forward the resignation to the Association. Secretary A. E. Cowdrey urged that the matter be laid over, as there was no need of haste, and as a number of the active members were absent.

HE WAS TOLD IN REPLY

that if members were not sufficiently interested in the affairs of the club to be present at its meetings they could have no good reason for finding fault at what transpired in their absence. The resolution was unanimously adopted, and the resignation promptly forwarded. It happened that the members present at this meeting were among those that composed one faction, and when the other members learned of the action, they were very indignant. Charges were made that advantage had been taken of the absence of members who, it was known, would have opposed the resolution, and that

IT HAD BEEN RUSHED THROUGH

for this reason. Among those most prominent in their condemnation of the action taken were Wm. A. Belcher, Llewellyn H. Johnson, J. Warren Smith, Dr. R. M. Sanger, William Booth, Charles Booth, and Dr. T. N. Gray. The fact was mentioned that two or three of these members were away from the city, and had no idea of any important action being on foot. Their indignation resulted in a call for a special meeting to re-consider the matter and recall the resignation.

THE SPECIAL MEETING

was held 24 August, and twenty-two members were present. The meeting was a very lively one, feeling ran high, and Messrs. Johnson and Belcher expressed themselves in very forcible language. Strong speeches were also made on the other side. Finally, after a long and heated discussion, a vote was taken on a motion to recall the resignation, and was lost by a vote of nine to ten, two members not voting, and one being called away. It is claimed that had all voted, the motion would still have been lost by a vote of ten to twelve.

AFTER THE RESULT WAS ANNOUNCED

another lively scene followed, during which Captain L. H. Porter, Mrs. L. H. Porter, Vice President H. B. Thomas, and Dr. T. N. Gray formally resigned as members, and Secretary A. E. Cowdrey

verbally tendered his resignation from the office he held. Dr. Gray afterward withdrew his resignation. Action on these resignations was laid over under the rules until the next meeting, which will be held the middle of this month. Until then the matter will probably rest.

THOSE WHO HELPED TO PASS

the original resolution say that they did not do it at the regular meeting for the purpose of gaining an advantage over those who were absent, but simply took it up as an ordinary business matter, and passed it because they considered it their duty to do so. They deny knowing of the absence from the city of any of the members, or of attempting to deprive any member of his right to attend the meeting. Those opposed to the action of the club claim that they oppose it, not because they think that instead of resigning and leaving the remaining clubs to bear the brunt, the Wanderers should have instructed their delegates to go to the next meeting of the Road Racing Association, and there and then express the opinion of the club. Members are divided in opinion as to what the outcome will be, and cannot see a way out of it, but all are of the opinion that before the matter is finally settled, several members of each side will have to resign, as they do not think complete harmony will prevail otherwise. R.

WOODSIDE AND TEMPLE EACH WIN A RACE.

ADVICES from London, dated August 23, says: "In the bicycle contest at Shields to-day, W. M. Woodside, of Philadelphia, beat Battensby by twenty-five yards in a mile race. The winner's time was 2m. 45s. Ralph Temple, of Chicago, beat Wood in a two-mile race, making the distance in 4m. 45s." [Evidently this time of Temple's is incorrectly reported, probably it should be 5.45.—ED.]

PROGRAMME OF RACING AT PITTSBURG, PA.

THE events to be decided at the annual tournament of the Allegheny Wheel Club at Pittsburg, Pa., on September 29, are as follows: One-mile, novice; one-half-mile, open; one-mile, 3.10 class; half-mile, boys under sixteen years; two-mile, lap, Keystone Club championship; one-mile, handicap; one-mile, open; two-mile, 6.30 class; half-mile, handicap, Allegheny 'Cyclers' Club championship; five-mile, State championship; Pittsburg Wheelmen Club championship; one-mile, 3.00 class, and consolation race.

F. J. OSMOND BEATS THE TWO-MILE ENGLISH BICYCLE RECORD.

ON Thursday, August 25, about 6.30 P. M., Frederick J. Osmond attempted to cut M. V. J. A. Webber's two-mile record, made on June 15, 1885, at Cambridge, when the Vectis C. C. man defeated W. A. Illston in the invitation race. There were present amongst the spectators Major Knox-Holmes, Messrs. S. F. Edge, A. Nixon, Dr. Partridge Haseldine, F. G. Archer, D. M. Rae, H. R. Schmettau, &c. C. Wilson started Osmond, and Mr. G. Pembroke Coleman (official timekeeper and handicapper N. C. U.) held the watch. Osmond accomplished the following times:

	M. S.		M. S.
1-4 mile,	39 2-5	1 1-4 miles,	3 21 2-5
1-2 mile,	1 17 3-5	1 1-2 miles,	4 02 1-5
3-4 mile,	1 58 2-5	1 3-4 miles,	4 42
1 mile,	2 39 4-5	2 miles,	5 22 1-5

The previous English record (Webber's) was 5m. 30 4-5s. F. G. Archer did all he could single-handed to assist the record-breaker, who made nearly all his own pace from start to finish. Osmond will have another go for the five-mile record ere long, and as he is without doubt going in great form he should make it look very small.

RACES AT LYNN.

THE races at Lynn Labor Day brought an excellent field of flyers and a fairly good audience to enjoy same, there being about 1800 who passed the gate. The day was all that could be asked, and the track was in fine condition. The handicaps did not produce the most satisfactory results. Rowe had it too easy, and the scratch amateurs were simply smothered, and had no show at all. Below we give summaries:

One-mile novice—1, W. W. Mathews; 2, A. E. Jacobs. Time, 2.57 3-4.

Three-mile amateur handicap—1, H. S. Hart, 155 yards; 2, J. F. Midgley, 120 yards. Time, 8.37.

Three-mile professional handicap—1, W. A. Rowe, scratch; 2, H. Crocker, 130 yards. Time, 8.35 4-5.

Boys' one-mile—1, W. H. Senter; 2, A. W. Porter. Time, 3.09. Tandem tricycle, one-mile. This race was won by a bare foot, and was really thrown away by Whitten and mate, as they thought they had won, and consequently let up too soon.—1, A. B. Rich and D. E. Hunter; C. E. Whitten and Beazly. Time, 3.07 3-5.

Two-mile professional handicap—1, W. A. Rowe; 2, H. Crocker. Time, 5.43.

Two-mile amateur handicap—1, E. DeBlois, scratch; 2, P. J. Berlo, 75 yards. Time, 5.35 2-5.

Consolation, one-mile—1, W. Harradon; 2, E. Bergholtz. Time, 3.06 3-5.

BICYCLE RACES AT PHILADELPHIA AND WILLIAMSPORT.

THE third annual race meeting of the Williamsport (Pa.) Field Club, on Aug. 27, was very largely attended. The winners of the different races, with time made, were as follows:

One mile, novice—Geo. Scheel, Reading. Time, 3m. 7s. Quarter-mile dash—W. F. Crist, Washington, D. C. Time, 40s. W. J. Wilhelm, Reading, was 2d. Half-mile club championship—J. W. Bowman, Williamsport. Two mile, 6.45 class—H. J. Hall, Jr., Brooklyn: George Scheel, Reading, 2d. Time, 6m. 48 1-2s. Half-mile, L. A. W. championship—W. E. Crist. Time, —; W. S. Campbell, Niagara Falls, 2d; W. J. Wilhelm, Pottsville, 3d. Two-mile race—W. E. Crist. Time, 6m. 44 3-5s.; H. J. Hall, Jr., 2d. One mile, 2.40 class—E. L. Sheffer, Williamsport. Time, 3m. 6 2-5s. Two mile State championship—W. J. Wilhelm. Time, 7m. 32s; J. W. Bowman, 2d; Harry Schwartz, Reading, 3d. Two mile handicap—W. E. Crist. Time, 3m. 13s.; Harry Schwartz, 2d; J. P. Hall, Jr., 3d. One mile, open—W. J. Wilhelm, 1st; J. W. Bowman, 2d. One mile consolation—A. C. Martin, Williamsport, 1st. Time, 3m. 27s.

RACING IN PHILADELPHIA.

About three hundred people witnessed a series of races at the Gentlemen's Driving Park in Philadelphia, on Aug. 27. Results:

One mile, novice—H. Harding, 1st, in 3m. 20s.; Geo. Bowman, 2d. Half-mile, boys under sixteen years—Robert Conningsly, 1st, in 1m. 49s.; Edward Crawford, 2d. Three mile race—Louis J. Kolb, University of Pennsylvania, 1st, in 8m. 17s. Two miles—J. K. Schell, Schuylkill Navy B. C., 1st, in 5m. 50s.; G. P. Walker, 2d. Sixty yards slow race—R. Conroy, 1st, in 1m. 12 1-2s.; E. Crawford, 2d. One mile race—M. J. Bailey, 1st, in 3m. 15s.; Louis J. Kolb, 2d. Half-mile race, without hands—S. H. Crawford, 1st, in 1m. 46s.; Louis J. Kolb, 2d. One mile, consolation—C. B. Keen, 1st, in 3m. 48s.; R. L. Schaefer, 2d. A race of five miles, horse vs. bicycle, was won by M. Leroy's horse in 15m. 9 1-4s., beating L. J. Kolb, M. J. Bailey, C. B. Kean, R. L. Schaefer and S. H. Crawford.

WHEELMEN AND ATHLETES COMBINE.

THE Prospect Harriers, and Nassau Wheelmen, both of Brooklyn, held a very interesting and well attended meeting on the grounds of the Brooklyn Athletic Club on Monday. The entries for each event were numerous, and the affair was well managed throughout. The track was in fair to good condition for the cyclers, as will be seen by the times made. The events and winners were as follows:

One-mile bicycle race—E. C. Parker, H. W., (150 yds.), 1st, 3.05 1-5; J. W. Bate, N. A. W., (160 yds.), 2d; E. Hornbostel, I. B. C., (100 yds.), 3d.

One-mile walk—S. A. Cramer, (25s.), 1st, 7.09 2-5; O. E. Paynter, P. H., (45s.), 2d; C. L. Nichol, P. H., 3d.

One-hundred and twenty-five-yard run—A. F. Copeland, M. A. C., (1 yd.), 1st, 0.13 1-5; A. C. Ashley, M. A. C., (3 1-2 yds.), 2d; S. E. Corbett, P. H., (4 yd.), 3d.

Half-mile run, championship of Long Island—F. A. Merrick, M. A. C., 1st, 2.07 1-5; W. S. Halligan, P. H., 2d; W. S. Bowen, S. A. A., 3d.

One-thousand-yard-run—G. Y. Gilbert, N. Y. A. C., (10 yds.), 1st, 2.23; W. F. Thompson, O. A. C., (27 yds.), 2d; H. Hornbostel, I. B. C., (70 yds.), 3d.

300-yards run—A. F. Copeland (3-yards), 1st, 32 4-5s.; W. H. Struse, M. A. C. (7-yards), 2d; W. R. Pryor, M. A. C. (10-yards), 3d.

One-mile bicycle race, for roadsters—J. W. Schoefer, I. B. C. (120-yards), 1st, 3.10 1-5; J. A. Constant, B. R. L. I., 2d; W. Schrimacher, L. I. W. (150-yards), 3d.

Two-mile steeplechase—J. D. Lloyd, P. H. (95-yards), 1st, 12.51 2-5; S. J. Freeth, P. H. (113-yards), 2d; P. D. Skillman, M. A. C. (15-yards), 3d.

One-mile bicycle race, mount and dismount—J. W. Schoefer, I. B. C. (130-yards), 1st, 3.58; H. J. Hall, Jr., K. C. W. (10-yards), 2d; J. W. Bate, P. H. (140-yards), 3d.

Three-mile bicycle race — H. L. Powers, H. W. (225-yards), 1st, 9.56 4-5; E. C. Parker, H. W. (325-yards), 2d; H. J. Hall, Jr., K. C. W. (100-yards), 3d.

The referee was W. B. Curtis; timer, W. H. Robertson; and the starter, W. G. Hegeman. RATCHET.

RACES AT HARTFORD.

SEVEN thousand gate, first-class races, track good until made heavy by showers late in the day. We have just room and time to give results before going to press. Hartford's joy at success of meet was clouded by the defeat of their especial pet, Mr. DeBlois, by Hart of Meridan, who have for a long time been rivals.

One-mile Hartford Wheel Club championship; first prize, silver cup; second, silk umbrella—1, L. Foster, 75 yards; 2, F. L. Damery, 120 yards. Time, 2.55.

One-mile, amateur State championship; first prize, gold medal; second, silver medal—1, Howard S. Hart; 2, L. A. Miller; 3, E. A. DeBlois. Time, 2.52 1-4.

One-mile professional handicap race; first prize, \$40; second, \$25; third, \$10—1, W. A. Rowe, scratch; 2, H. Crocker, 40 yards. Time, 2.50.

One-mile amateur, open race; first prize, diamond scarf pin; second, alligator travelling bag—1, William E. Crist; 2, W. W. Windle. Time, 3.17 1-4.

One-mile amateur, three minute class; first prize, revolver; second, ornamental table—1, H. B. Arnold; 2, H. H. Stockder. Time, 2.58.

Five-mile amateur lap race; first prize, Columbia Light Roadster; second, pair field glasses; third, silk umbrella—1, W. E. Crist; 2, L. Miller. Time, 19.07 1-4.

One-mile professional championship of America; first prize, \$40; second, \$25; third, \$10—1, W. A. Rowe; 2, H. G. Crocker. Time, 2.50.

One-mile amateur handicap; first prize, Victor safety bicycle; second, Colt's rifle; third, cyclometer—1, William Harding, 70 yards; Ludwig Foster, 120 yards. Time, 2.48 1-2.

One-mile team race; first prize, valuable picture; second, engraving—1, William Harding; 2, A. E. Deblois; 3, George C. Dresser, all of Hartford Wheel Club; so that club took first prize. Time, 3.04.

Harraodon beat Midgeley in the consolation race.

It seems from the "Rambler" that "Harry Gordon, of St. Louis, got himself into a bad box when he ran a race against a horse at Sedalia, Mo., recently. The racing board will take measure against Mr. Gordon and he will, no doubt, be expelled from the league. Young Gordon showed very poor judgment when he raced against a horse, as he was the second fastest racer in the West, Percy Stone, of St. Louis, being the first."

THE *Spectator* comes down gracefully off its high perch and acknowledges that it was misinformed as to the party who misbehaved at St. Louis during the meet as belonging to the Boston party. So far so good, but the coolness occasioned by its request that we apologize for what we have done to cause the come down, has been so intense that we have not been able to get warm since we read the paragraph.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

"GONE where the woodbine twineth," the association for the advancement of cycling, late of Philadelphia. If this should meet the eye of Brother Aaron we hope he can give us a clue as to the whereabouts of the corpse.

THE longest line of sundries in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalog.

WHILE scanning some back numbers of the *WORLD* the other day we came across an item to the effect that Papa Weston and Miss Howe on a sociable tricycle covered a distance of fifty-three miles in one day. On reading this it occurred to us that it was record for a sociable in this country. The names of good old Papa and his companion, Miss Howe, can therefore go down to posterity as holders of the best American sociable record for twenty-four hours. It was only the other day that we were talking with Papa on the subject of machines, and we found out that he still has a strong belief in the future of the broad guage double.

SOME two weeks ago we were informed that Mr. B. C. Rea had been appointed agent for the New Mail bicycle. It seems that we were misinformed, and that Mr. J. M. Gore is the sole agent in Louisiana for this popular machine.

THE *Herald*, in reporting the arrival of Nat Goodwin on the Pavonia, said that a "man riding a Kangaroo" notified the waiting friends at Hull that the good ship was in sight. We carried the joyful news to the weary waiters, but we rode a "Victor safety," and not a Kangaroo.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.

THE air of the West seems conducive to matrimony among professional cyclists. The latest is that Louise Armaindo has captured a large fish, and has made a certain Mr. Burnett of Eu Claire, Neb., happy by marrying him. Mr. Burnett is said to be a man of large property, and so Mlle. can be congratulated that she has feathered her nest so very comfortably.

THE North Adams, Mass., Bicycle Club has elected the following officers: President, H. G. Pierce; Vice President, Walter S. Evans; Secretary, John French; Treasurer, Harry C. Goodrich; Captain, F. H. McKee; First Lieutenant, Elmer Card; Second Lieutenant, Robert McClaren; Bugler, John Jones.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalog on application.

B. P. Hatch's flash light did not work well on the night of the parade at St. Joseph, Mo. In the procession he had mounted a large transparency from a pole on the front of his "Star," bearing in blazing letters the bold legend, "The Modern Horse." The lantern was top heavy, and every time Hatch mounted, over it would go. One sympathetic bystander remarked, "Gosh darn, the modern horse; give me a broncho."

FOUR well-known hammock saddles are manufactured by the Gormully & Jeffery Mfg. Co., of Chicago. Send for their catalog if you need anything in this line.

FOR some time past there has been a friendly rivalry between two of Bristol County's, R. I., road schorchers, M. W. Turner and A. Beauchene. This rivalry consummated in a road race between these two men, resulting in a victory for Beauchene, much to the surprise of Turner's admirers, who looked on him as being well nigh invincible.

THE Coventry Machinists' Co. appear to have swept the board in Germany. They have just received a telegram from their agent at Frankfort that the tricycle championship of Germany and the international race were won on a "Marlboro" racer. Also, that the national and international tandem races were won on "Marlboro" tandems, and that their "Swift" racers won all the safety races.—*Bi. News.*

CAPT. WHITNEY and a party of Boston Club men rode the six-in-hand down to Gloucester last Saturday, spending Sunday there, and back to Boston on Monday.

NEW YORK city wheeling circles are about to be favored with the permanent presence of Mr. Scarlett Thompson of London. Mr. Thompson is an active wheelman, and much of the success of the Southern Co.'s Camp is due to his effort.

FIXTURES.

Sept. 10—Philadelphia road race for Tryon cup, Lancaster pike.
Sept. 10—Central Wheelmen's celebration and race meet, Cincinnati, Ohio.

Sept. 13-14—Tennessee Division meet at Memphis, Tenn.; races.

Sept. 15—Louisiana Division race meet at New Orleans.

Sept. 17—East Hartford Wheel Club.

Sept. 17—Orange Wanderers' races at Roseville, N. J.

Sept. 20—Rhode Island Division, Narragansett Park, Providence, R. I.

Sept. 21.—Albany, New York, Ridgefield Grounds, H. Gallien, Secretary.

Sept. 23-24—New York State meet at Cooperstown, N. Y.

Sept. 28-29-30—Mitchell, Dakota, W. J. Healy, Secretary.

Sept. 29—Allegheny Wheel Club races at Pittsburg, Pa.

Sept. 30, Oct. 1—Missouri Division L. A. W. meet.

Oct. 3 (Probably).—BICYCLING WORLD road race, Boston to Chicago.

Oct. 4-5—Shenandoah County Agricultural Society, Woodstock, Virginia.

Oct. 15—Attleboro', Mass.

AN IMPORTANT ANNOUNCEMENT!

We beg to inform the readers of this paper, and the interested Cycling public, that we have purchased the patents, plant and name of the

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and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge will be carried out by us, and, as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of \$5.00 will also remain the same.

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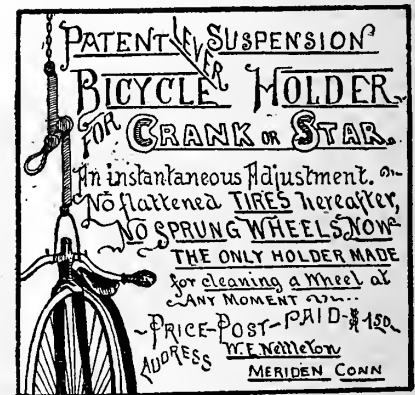
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- The QUADRANT** led the way with a **rigid** steering wheel—a “sine qua non.”
- The QUADRANT** led the way in the proper distribution of riders' weight.
- The QUADRANT** led the way with a central geared axle and with a long bridge over the axle.
- The QUADRANT** never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an automatic spring, nor any such past and passing contrivances.
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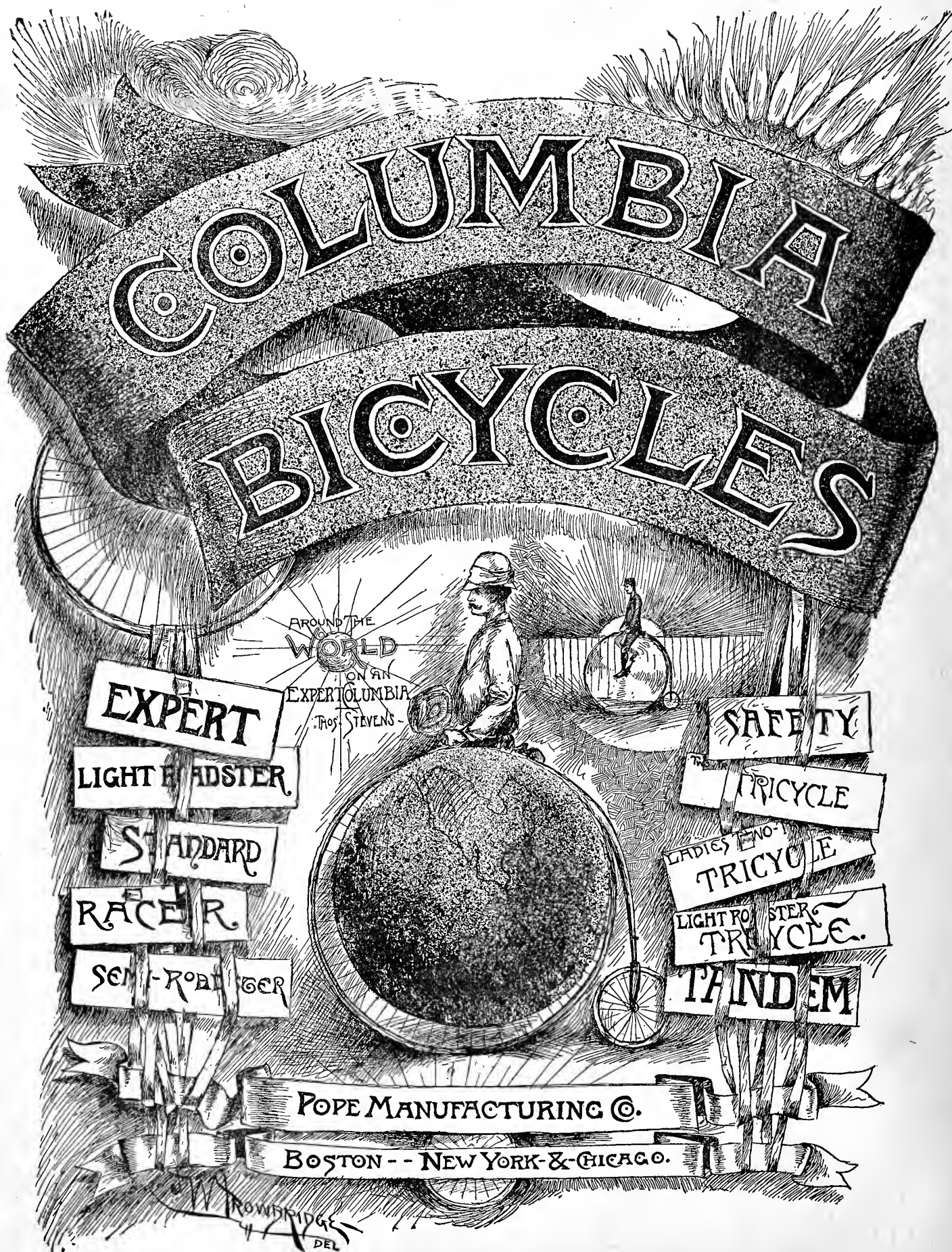
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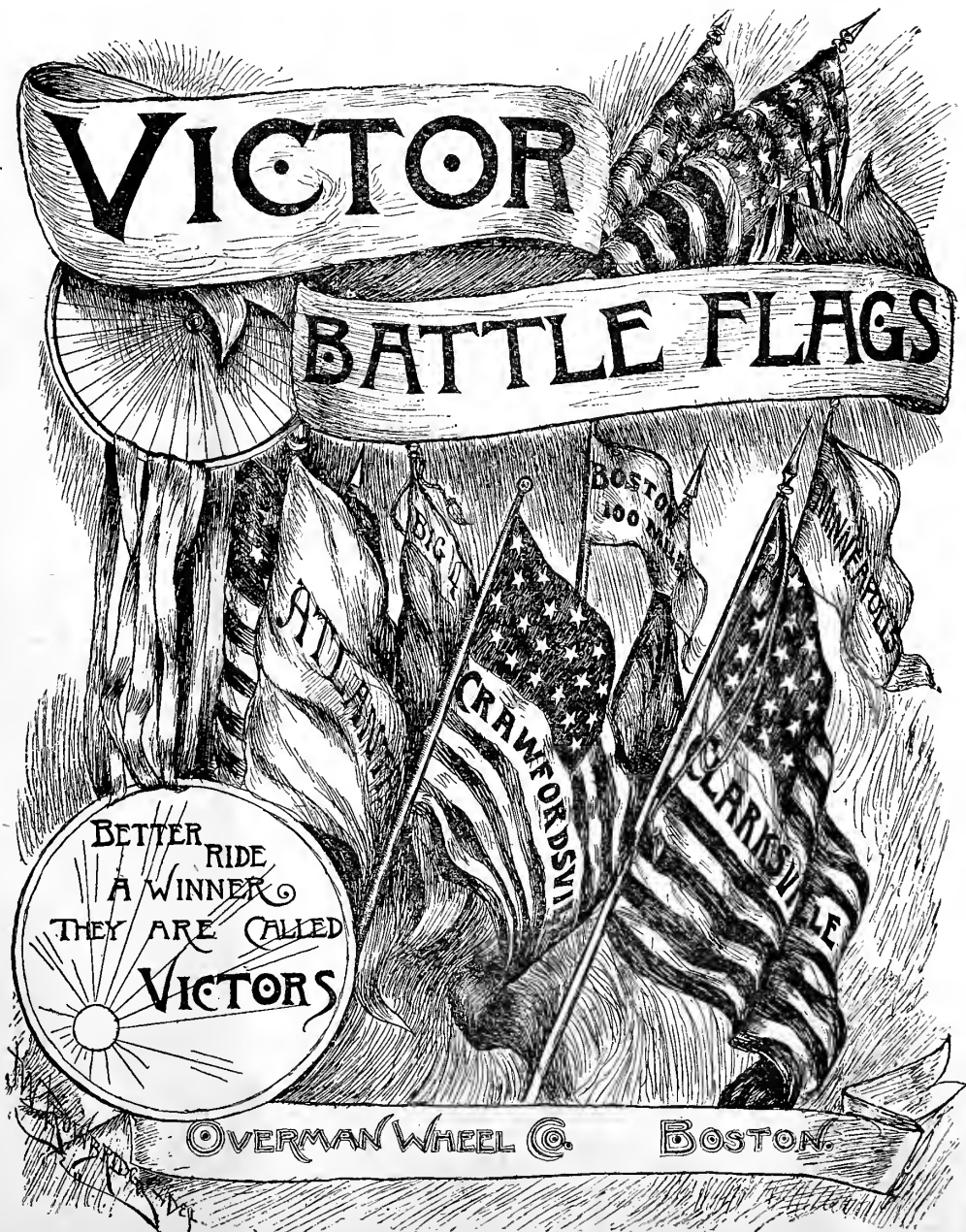
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BOSTON, 16 SEPTEMBER, 1887.

Volume XV.
Number 20.



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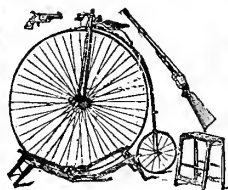
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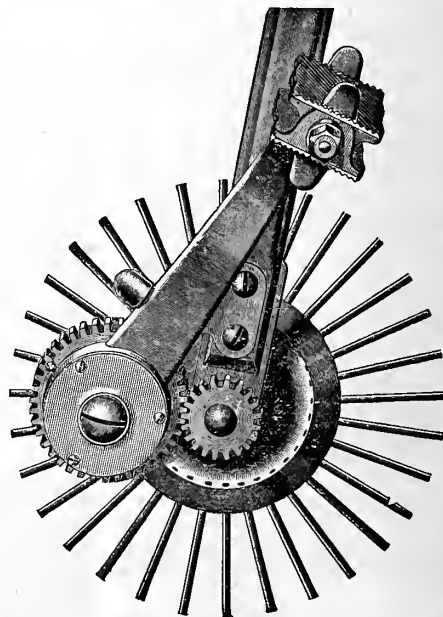
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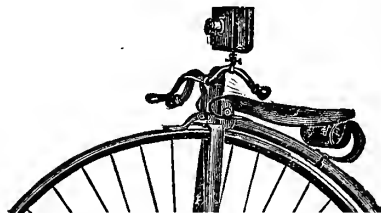
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WHEELMAN'S GAZETTE,
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THE LATEST AMERICAN HIGH GRADE WHEEL,

THE NEW MAIL

NASHVILLE, Tenn., July 28, 1887.

MESSRS. WM. READ & SONS, Boston, Mass.

Gentlemen: I mailed you an afternoon paper to-day announcing our return from the Canadian tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by way of Louisville Frankfort, Georgetown, Ky.; Cincinnati, Hamilton, Dayton, Marion, Cleveland, O.; Erie, Pa.; Buffalo, N. Y., to Falls. Entire distance by Butcher Cyclometer 862 1-4 miles. Also rode 183 miles on the New Mail before we started, making 1045. You must know

we had some terribly rough roads on our trip; over one hundred miles rough dirt road in Northern Ohio; rough, old worn out pikes in Kentucky; plank roads, sand roads, tow paths, water-washed side paths, ratty, hard-dried clay roads—in fact every kind of road you could call for.

The New Mail cost me exactly 5 cents for one quart of benzine for cleaning.

We had a little over 12 riding days, making over 70 miles average. Entire time to Falls 19 1-2 days, stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly,

ED. D. FISHER.

WM. READ & SONS,

107 Washington Street,

BOSTON,

- - - -

MASS.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 16 SEPTEMBER, 1887.

SPECIAL confidential instruction will be mailed to every checker a day or two before the race starts. In the meantime watch our columns for general information.

WE wish that every checker already appointed and those who send in their names hereafter, would give us the name of the best hotel in their city or village.

WE are pleased at the way assistance is being proffered from many points. There remains quite a number of places yet uncovered. Send in your names, as in many places we want several checkers.

THE route will be from Boston to Chicago. This is final and decided. A great many reasons pro and con have been weighed and the decision finally reached. Personally we should prefer the reverse route, but the contra reasons seemed to pull down the balance in favor of Westward ho! as being the direction to take.

THIS week we give the route complete to Mansfield, Ohio. We are expecting daily to have the exact details of the route for publication next week. We, however, publish the skeleton of the route from Mansfield to Chicago. After leaving Columbus the route follows the great national pike clear through Ohio and Indiana almost to the Illinois line. There is a short stretch of country between Indiana line and Chicago that as yet is obscure, but we shall have that completed in ample time.

WE can in this issue officially announce that entries are pledged as follows:—

The Pope Manufacturing Co. will enter the "Columbia" team.

The Overman Wheel Co. will enter the "Victor" team.

The Gormully & Jeffery Manufacturing Co. will enter the "Champion" team.

John P. Lovell & Sons will enter the "Springfield Roadster" team.

The above entries will have among their numbers some of the most celebrated racers of the country. While the exact *personnel* of

the different teams has not yet been decided on for publication, yet enough is known to make it positive that in this great race Greek will meet Greek. In our next issue we hope to give names of the men and also the exact day of starting, which will not be later than the 10th October, or earlier than the 3d.

THIS is the age of pure amateurism most assuredly. The League congratulated itself on the thoroughness with which Hercules Bassett cleaned out the Augean stables of foul professionals. So far does it congratulate itself that Bassett's successes rest on the laurels of his predecessor. All is pure and ingenuous. No League member would consent to receiving anything which is dependent upon its intrinsic value alone. Oh, no! But it comes to pass that a wheel club known as the "Vermont" is to hold some races on the 20th of the current month, and runs its races under the League rules. This is all very fine and nice, and quite proper, too; but how very pure its amateurism is, may be judged by a list of a few of the prizes. A pair of flannel shirts, value \$6.00 is one inducement held out, while a barrel of Crocker's best flour, \$6.00, a pair of shoes, \$6.00, and a \$1000 Traveller's Accident Insurance policy, together with lamps, pedals and cyclometers, are the laurels of victory. If some one will explain to us the logic which allows one to race for a \$6.00 barrel of flour, but prohibits one from taking the six dollars in cash, we will feel very grateful.

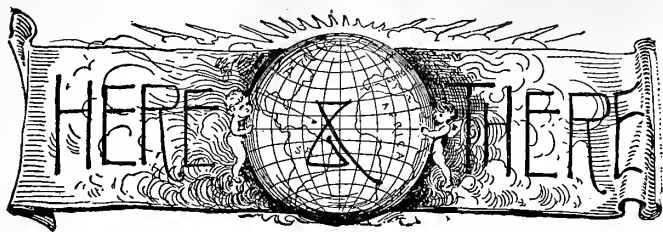
LYNN and thereabouts is a very busy place for cyclists now-a-days. The track is the daily scene of long and short practice spins by members of the different teams. The men are taking lots of exercise on the road also, both on the machine and on foot, this all in preparation for the road race. The Lynn track will probably be the place where a lot of records will be attacked this fall. We say attacked, because we fear to say broken when we look at W. A. Rowe's remarkable table from 1-4 to 22 miles, and which to date remains intact. We most decidedly coincide with the idea of our New York contemporary, the *Wheel*, that records made in an open competition would prove of vastly more value to the rider or maker of wheel. The difficulty of making records in open races is first the desire of contestants to beat each other, and hence the introduction of methods known as "tactics," and which are invariably death on fast time. Then again the conditions for making record time are not by any means always favorable, and the tracks now in use in the country on which record time is possible are less in number than the fingers of our hand. We have insisted that the only ways to insure fast time are to apply the handicap intelligently, and the time limit. We favor the latter method combined with classifying. This system has been very successfully tried during the past month, and has shown itself to be practicable and advantageous.

TEMPLE has been giving aid to raise money for charitable purposes. He lately appeared at Swansea, Wales, at an entertainment given for the benefit of Christ Church of that city. Temple was the recipient of special thanks at the hands of the vicar, the Rev. Eli Clarke.

THE Vanderbilt University of Nashville, Tenn., announces a new departure that other colleges of the country would do well to follow. The dean of the engineering department, Mr. Landreth, has issued a circular announcing that a class in highway construction is to be opened free of charge to one principal or deputy highway commissioner or other official from each county, the beneficiary to be appointed by the county judge.

WE regret to hear that the property of the Lynn Track association has been attached on the suit of H. S. Tuttle, of Swampscott. Mr. Tuttle is the contractor who built the track. The Cycle club owes, it is stated, between \$1700 and \$1800. It lost \$508 on the recent firemen's muster. Its officers believe that with a little leniency on the part of the creditors the association can go on and pay all its debts. A meeting of the creditors will be called soon, and an extension of time will be asked for.

For Checkers Wanted and route of Road Race see page 372.



NEW JERSEY NOTES.

"RATCHET."

THE weather has been beautiful for jaunts a-wheel during the past week, and a large number of riders have taken advantage of it to take spins to Montclair, Milburn, Summitt, the Oranges, Paterson and other outlying places. The roads are reported as being rideable in almost any direction. Quite a number of the boys who propose riding in the fall road race are putting themselves through their paces on the Irvington-Milburn course, and they all say it is in good shape.

The Hudson County Wheelmen will have a "century" run shortly.

EUGENE M. SMITH, of the H. C. W., has been wheeling, having made a tour through the lake region of New Jersey.

L. J. KOLB, M. A. C., (80-yards) was first in 4-34 2-5, and E. I. Halstead, H. W., second, in the Manhattan Club's 1 1-2 mile bicycle race, 11 inst.

THE Atalanta Wheelmen are beginning to feel at home in their new quarters in the North Ward Bank Building, opposite the Continental Hotel. Their rooms are large and well lighted, and are very tastefully fitted up. The boys anticipate a pleasant time during the long winter evenings.

ED. COLLINS is training to put himself in form for the ten-mile race against the trotter "Black Prince," over the Inter-club course. "Ed." will have to "git up and dust" to win, as 30 minutes is pretty quick time for the distance. "Ed." says he hopes to see a big crowd present, as no admission will be charged.

THEODORE F. MESERLES, JR., and Frank Eveland, of the Hudson County Wheelmen, have returned from a three days' jaunt on their bikes. They rode from New York, by way of Yonkers, Tarrytown, Fishkill, Rhinebeck and Kinderhook to Albany, where they were handsomely entertained by the Albany Bi. Club. They found good roads over their entire route.

STENKEN is to ride at Roseville 17, and Albany 21. He ought to do good work at both meets, as he has lost none of the form he displayed early in the season. Charley is a favorite wherever he appears, not only for his good riding, but for his modest and gentlemanly deportment. Like Rich and Crist he believes in doing the riding and leave the kicking and blowing to others.

SEVERAL prominent members of New York clubs have been taking their outings recently. John Britton, F. M. Knight and Capt. I. M. Shaw, of the New York Bi. Club, have been summering in the Adirondacks. Capt. Metzger and O. Bartlet, of the Manhattan Bi. Club, have been to Albany, having ridden from New York on their wheels and returning by boat. C. A. and J. W. Sheehan, also of the Mannhattans, took in a trip to the West during their vacation. They paid fraternal visits to wheelmen in different cities, and had a royal time. While in Buffalo they were looked after by Vice-Consul Bull.

THE new rule of the N. A. A. A. A., which goes into effect 7 October, will rather put a damper on cycling race meets if recognized by the L. A. W. The general public has become imbued with the idea that only in witnessing professional events can they get the worth of their money, and as a consequence are inclined to insist upon the same being included in meet programmes. Under these circumstances it would seem hardly fair for the rule to be applied to cycling. It seems rather a queer proceeding all the way through to declare an amateur a full-fledged pro. simply because he contests on the same day and track with the latter.

THE following squib from the Philadelphia Press, in re the Smithville boy who gave Stenken such a rub 4 July will be of interest: "At the sports of the Schuylkill Navy Athletic Association, held at the University grounds last May, there was an unknown cyclist who entered for the several bicycle races, and, although he rode very "ragged," yet gave promise of being, with practice, a fast man. He succeeded in carrying off a prize, and then, mounting

his bicycle, "silently stole away." All that anybody knew of him was that his name was Lamb and that he came from Jersey. At Roseville he has shown that there is in him the making of a "flyer" of the first class. It would be well to keep an eye on the New Jersey boy."

THE following circular, dated Sept. 9, explains itself: "The New Jersey Cycling and Athletic Association, not being able, by reason of lack of funds, to conduct a race meeting of any magnitude this season, an effort is being made by the wheelmen of this vicinity interested in racing to collect by subscription an amount (estimated at \$800) large enough to warrant them in undertaking to get up a two days' meeting, to be held at the earliest practicable date. It is proposed to issue shares in the enterprise at \$1 each, to the amount of \$800; the shareholders to elect from this number a board of management, and to receive four tickets of admission for each share held, as well as a certificate entitling them to a pro rata share of the profits. This is virtually only a guarantee of the sale of 3200 tickets, and as every subscriber will receive his proportion of any profits that may accrue, the scheme should enlist the support of every wheelman within twenty miles of the track. Should we fail to receive subscriptions to the amount specified, all subscriptions advanced will be returned." The circular is signed by J. C. Willever and L. J. Hardham, and should receive general attention from wheelmen.

SYRACUSE NOTES.

"SALINA."

THE boys went out for a club run last Wednesday night and when they returned they told about a wonderful discovery they had made on the Camillus road. They found two of the finest specimens of full-grown, double-breasted, mud-eating "road hogs" that it is possible for a wheelman to behold. One of them is a farmer; the other was a priest. Occupation, past and present, to the contrary notwithstanding, "road hogs" they are; and "road hogs" they have been branded in the public prints. This is what the *Daily Journal* had to say about the matter, under a "road hog" head line: "Several of the local wheelmen, members of the Cycling club, are indignant over the ungentlemanly treatment they received from two drivers on the Camillus road last evening. A club run had been called for Camillus for supper, and shortly after 6 o'clock, five members of the club left their new rooms in the Joy building for that village. When half way there, the wheelmen caught up with Perrin Parsons, a farmer living on the Camillus road, and politely asked him to allow them to pass. He refused to turn out, saying that he had as much right to the road as anybody else. This statement was not denied by the wheelmen, who only desired single passage-way. The cyclists tried to run around the wagon, and as they did so were crowded into the ditch by Parsons, who turned his horses into them. He caught one of the machines with his wagon wheel and dumped the rider into the grass, injuring the bicycle. Soon after this accident, and about a mile this side of Camillus a team was heard rapidly approaching. The wheelmen pulled to the right of the road to allow the driver to pass. As he came nearer he cried out, 'Get out of the road or I'll run over you.' The wheelmen knew their rights and kept on. The man repeated his demand and catching up with the rider in the rear ran him into the ditch. That wheelman talked back and told ex-Rev. Father John E. O'Sullivan, of Camillus, who was the driver of the team, just what he thought of his action. The ex-priest jumped from his wagon in a rage, grabbed his horsewhip and threatened to thrash the wheelman. The riders who were in advance dropped their wheels and returned to the wagon. O'Sullivan said: 'That's right, call your crowd,' and stepping to his wagon commanded his driver to hand him his revolver. He took what his driver handed him and returned. The wheelmen had whistles, which, held in a certain position, look very much like a small revolver. These they used to good advantage and the priest, who has already gained considerable notoriety, did not conclude the interview, but driving to Camillus gathered his hoodlum friends about him and prepared to greet the wheelmen when they came into town. The welcome was not at all cordial, but no blows were struck. Bicyclers, by a recent act of the Legislature have equal rights with teams on all highways of this State, and are subject to one-half the driveway, and members of the club say that if it is necessary to take some such case as the occurrence of last evening into court to have the question of their rights settled in this county, it will be done. No member of the club, the wheelmen say, ever received such treatment at the hands of any driver as was given them by the ex-priest last evening." O'Sullivan was removed from priesthood some time ago, and soon after was tried, convicted, and sentenced to Auburn prison for a criminal assault upon a young servant girl in his employ. His case was appealed, and on a legal technicality was sent back by the general term for a new trial. This second trial has not yet been had. A repetition of his "funny

business" on the road will add another trial to the one he is now nervously awaiting.

BILLIARD and pool tables are receiving a goodly amount of talk just at present. It is said by the agitators of the subject that "the club must have them, and that's all there is to it."

WHEELMEN visiting Syracuse are requested to make the new rooms of the club headquarters. The address is 7 Joy Building, Genesee street, the same Genesee street that extends from Albany to Buffalo. The club has just moved in, will neatly furnish the apartments, and be always ready to greet visiting wheelmen.

THE proposed 1000-mile road race is already causing some talk in this vicinity. The club will attend to checking here, and do all in its power to make the affair a success. A race of this character will cause a good many cases of two-wheeled fever. If something don't break it up, the only thing that will cure it will be a wheel next spring.

NEXT week is the time for the club's annual corn roast. We are not in the country here; corn doesn't grow in the streets, but we only have to go a short five miles to find "a good old farmer who likes us boys," who will "set up" the stuff and a place to build the fire. Last year some twenty riders took in the corning. They pronounced it the most enjoyable run they had had during the season.

FROM NO. OHIO.

BY "SKEPTIC."

WE are very much interested here in Ohio over the proposed one thousand mile road race; yet we cannot see how a man is going to ride one wheel over a thousand miles in all sorts of weather and on all kinds of roads at race speed without breaking his machine, and the agreement says that a rider can use but one machine in the entire race, no matter what happens to it. We therefore think it will be more of a test of machines than a trial of the speed and endurance of the riders. [It is a test of rider and machine most decidedly. That is our idea.—ED.]

THE Cleveland races were better patronized this year than ever before, yet the club lost largely.

BICYCLING affairs have been very quiet here since the great race meet in Cleveland last month, but we are expecting things to be very lively here this fall.

THE most popular new forms of bicycles that have come to this city this year are the rear-driving safeties and the Springfield Roadster; the Star seems also to be gaining in favor.

CENTURY runs are becoming very popular with the members of the Star Club of Cleveland. Ten have already been made, and two riders, A. R. Scott and Robert Buck, have made 175 miles in twenty-four hours and expect to better 200 before the close of the season.

THIS has been an exceptionally dry summer in this section of the country, and as a natural consequence the roads have been much cut up and very dusty. Nevertheless there has been a great deal of riding done here this season, a number of the men having made over 4000 miles so far this year.

J. T. HUNTINGTON and George Collister, two members of the Cleveland Club, expect to make a twenty-four hour safety record this fall. The time and road has not yet been fully determined. A vacation is being enjoyed by Fred Shoales, of the Cleveland Club, around New York State on his wheel.

So Rowe has finally decided to go to England and meet Howell. If everything is favorable, he ought to defeat the Englishman with ease. If Howell defeats him in a fair race he will have to break the record, for Rowe showed in Cleveland that he is faster than ever before, and able to smash records if so disposed.

YOUR correspondent recently took a tour through Canada on his wheel, and all the time he was in the Queen's domain he only saw two American made machines. Two thirds of the wheelmen were mounted on Singer's wheels. The old Xtraordinary, that the average wheelman here in the States would not take as a gift, is very popular there; so is the Kangaroo, and other machines that have gone out of date over here.

WHILE in Cleveland last month, W. A. Rowe said that the Cleveland track was the fastest in America with the exception of the Springfield, and his statement was backed up by the rest of the cracks who were there. This may be a big pill for some of the Eastern clubs to swallow, but all I have got to say is, let them wait until the time is made on their tracks that was on the Cleveland one in August, and then they can talk. [Not a very big pill, Mr. Skeptic. We respectfully refer you to the world's records from 1-4 to 22 miles made by Rowe on Springfield track.—ED.]

RECORD OF THE WEEK.

"AND this gives me courage to ask if the whole racing business is not entirely overdone, and if it ever did, ever will or ever can result in any real benefit to anybody? Does racing at all impress the general public with the merits of cycling? * * * Does it even benefit the manufacturers or the dealers in cycles in a financial way? Has it really been a means of swelling the number of riders, or has it been a senseless craze like so many of the crazes which have swept over this country within the past few years? * * * I cannot see that any real benefit has ever accrued to humanity from horse, boat or bicycle racing. If I am wrong, will somebody please to walk over me gently?" The above is from the St. Louis *Spectator*. We do not desire to "walk over" any one, but we are pleased to join issue with the writer of the above. The close student of cycling history will admit that racing has done much for the sport in all its branches. That it has been the means of awakening interest among non-riders is an undoubted fact; but most of all, racing has been a prime factor in perfecting the cycle. The maximum strength with the minimum weight and friction required in a racing machine have been largely the means of bringing the cycle to the present stage of perfection. These competitions of speedy cyclists no doubt had a very beneficial influence on the sport. Just now path racing seems to have lost its grip on public interest, and road racing seems to be on top. We can assure our friends of the *Spectator* that we have seen much good come out of this branch of the sport, on which he seems inclined to frown.

OMAHA wheelmen have had the lantern parade craze.

MR. LACY HILLIER is publishing in the *Bicycling News* a continued criticism on Karl Kron's book.

COLONEL POPE with his party, who have been down the Yellowstone, arrived in Boston last Saturday night.

JOSEPH PENNELL has been touring through Scotland a-foot. He desires to be written down as an ass in case he ever tours other than a-wheel hereafter.

SEVEN thousand people at the Hartford Wheel Club's races last week, sounds like old times at Springfield. Now if DeBlois will develop like Hendee.

A. L. ATKINS left for California last Monday. He takes all his family and his household gods. As a residence Massachusetts will know him no more.

AN exchange says: "What glorious opportunities for 'loafing' a thousand-mile road race from Chicago to Boston will offer!" So it will, but the man who loafs will get left.

EUROPE ought to be happy. They now have every trick rider in the world. Maltby is the latest addition. He, together with Aginton, have gone all round the world giving exhibitions.

DEBLOIS, of Hartford, is not satisfied with the results of his races with Hart of Meriden. It is hoped that arrangements can be perfected to bring about a match between these two men.

THE Boston Club will take their annual picnic outing next Sunday. The classic Charles near Waltham will be the scene of the rendezvous. These picnic runs of the Boston are great features in the club life.

THE fall tour of the lady tricyclists to Marblehead will bring out a large company. We wonder why the route is always the same? This is the third time that the north shore has been honored by the fair ones' choice.

"PRIVATE Secretary" William Gillette took a bad header the other day in Denver while riding hard to catch a train. The consequence was that the popular actor had to keep his bed for a few days to recuperate and rest.

WE are informed that Mr. Lambert, of Humber & Co., has arrived in this country. Mr. Lambert will be remembered by many of our readers as the gentleman who accompanied Furnival when he was here two years ago.

ANOTHER good amateur gone over to the professional ranks. This time it is L. D. Munger of Detroit, Mich. He has joined the Gormully & Jeffery team, and we hope to see him on the road between here and Chicago.

TOM ECK, the manager of the Gormully & Jeffery team, seems to object to our time limit rules. While we respect his opinion, we most positively join issue with him, and insist that in the interests of accurate checking and fair play the time limit is a necessity.

MR. TOM STEVENS has very sensibly taken a hint, and is now studying hard in the New York School of Oratory so that his elocu-

tion and delivery may be thereby improved. The report that Mr. Stevens has accepted engagements in England is a bit premature. Overtures have been made looking to that end, but Mr. Stevens' engagements in America will have his first consideration.

Mr. F. LEWIS, of Lafayette, Ind., and C. C. Pennell, of Frankfort, are making a tour through Indiana and Ohio. The distance to be travelled is about 250 miles, and the gentlemen expect to average their little "80 per day."

KENNEDY-CHILD went out to Cobb's last Sunday with W. H. Edmands. The Child declares that Cobb's puts him in mind of the celebrated "Anchor" on the Ripley Road. The old tavern, the dinner, the manner of service, were all "quite English, you know."

THE Poughkeepsie Bicycle Club will hold a big race meeting at the Hudson River Driving Park, Poughkeepsie, N. Y., Oct. 1. There are ten events on the programme. L. A. W. rules will govern and the entries will close Sept. 26. Address Mr. F. J. Schwartz, Poughkeepsie, N. Y.

WE desire to make a correction in the distance of the Eastern Road Club race route, as printed last issue. We stated that the distance was 15 miles; it should have been written 25 miles. The route marked (2) in our last issue should be traversed *twice*, thus making 25 miles all told.

No sooner did "Champion" Maltby reach English soil than he threw down the gauntlet of defiance and challenged all comers to a contest for any sum from £50 to £500. "Champion" Temple at once accepted the gage, and so England will be treated to one of the best trick riding exhibitions ever seen.

A YOUTH who bears the aristocratic name of Fitz Edmund Roche is languishing in a British dungeon, because of his inability to distinguish the right of the legal owners of tricycles to retain possession of same. In plain English, Fitz Edmund Roche is a cycle thief, hence his present difficulty and incarceration.

FRANK E. DINGLEY, of Indianapolis, and of the Gormully & Jeffery team, will try for the 100-mile track record at Lynn next Monday. He will ride a Champion Light roadster, and not a racing machine. The American record for the distance is 6.03.45 3-5, and is held by F. F. Ives, who made it at Springfield, Oct. 8, '86.

A SUBSCRIBER writes: "I have just been over the greater part of your proposed route from Boston to Chicago race and almost the whole distance it is impossible to ride after 7.30." We suppose our correspondent means after dark. We think that when it comes to be dark the riders will be ready to turn in, but we give the ambitious ones a fair latitude. They can stop at any time prior to 9 P. M.

THE capabilities of the Victor four-in-hand as a racing machine were strongly brought out at Coventry lately. With Messrs. Buckingham, Golder, Sidwell and Robinson "up," the machine was steered to victory in the excellent time of 2.45 4-5. In view of the fact that the machine was part of a heavy roadster, in fact a part of the machine used at the Aldershot manœuvres, the performance was marvellous.

DR. W. G. KENDALL gives us a pointer which may be of service to those who scorch and hence become exhausted; he says: "If a rider is tired and feels incapable of any continued exertion, if he will lie fully extended face down on the grass he will in a short time feel greatly refreshed and his strength will in a large measure return." If this be true the recuperating powers in sod are much larger than we supposed.

TOM ECK says of our great road race: "I think it one of the greatest races ever thought of, and will show what a bicycle is made for, and will cause more interest along the road than any circus that ever went West. Thousands of people will see these men ride for glory. Probably more people will see this race than all the tournaments ever held in America put together. It's a free show." Eck also gives the opinion that the distance, if under 100 miles, will be covered by the winner in seven days or less.

"PAINFUL as was the report that artists were starving to death in Paris, because they could do nothing but paint pictures which nobody could buy, yet more painful is it to read that the professional bicycle riders will soon find their occupation gone. Sad, indeed, will it be to see these limber-legged "professors" reduced to the necessity of earning a living like the rest of us. But everybody can't live in and on "art." If the world had no inhabitants but bicycle riders and artists and ball players and elocutionists, we should all starve to death, which would be a great deal worse than things are now."—*Omaha Chronicle*.

DENVER is said to be one of the best places for bicycling in the United States. A correspondent in an exchange says: "One can

stand in a store front and see more wheels in half an hour than one would see in St. Louis in a week. It is a common mode of locomotion for all classes of people. Laboring men use it to a considerable extent. The safety is very common. He has seen a plumber come out of his shop, sling his kit of tools over his shoulder, mount his wheel and start out on a job. In front of nearly every store is a wheel ridden down by some employe. He attributes the general use to the numerous places where wheels are rented. He thought about every other house was a bicycle establishment."

MR. L. H. COPELAND, of the Northrup Mfg. Co., seems to have come the nearest to utilizing steam for use on the tricycle. The original engine was attached to a Star bicycle, and was run quite successfully on the Pacific slope some two years ago. Common petroleum is used for fuel, and a double engine, capable of speeding up to 3000 revolutions per minute, with two horse power, only weighs some seven pounds. Lately some very satisfactory experiments have been made on an ordinary tandem, developing a speed of about eight miles an hour over corduroy and rough dirt roads.

A WHEELMAN remarked lately that he did not believe that the people who abstained altogether from active exertion, got along as well during the intense heat of the week as those who kept up their regular habits of exercise. "My leisure," said he, "comes in almost the hottest part of the day, but I take a spin of eight miles or so almost every day and get up a glorious perspiration. When one is dressed for it, a few degrees of additional heat don't make much difference, and on a wheel one nearly always gets a breeze. After a bath in water just from the hydrant, a rub down, and the assumption of dry clothing, I come down stairs feeling, like one of the neighbors, 50 per cent. better than if I had been sitting in the shade fanning myself all of that time. It seems to me that my plan is better than that of the poor fellows who choose the cool of the evening for their exercises, and then without a change of clothing, sit upon a piazza until they get chilled. Moreover, the plunge into cold water is as much fun as the spin. It is never too hot to take one's daily exercise, in this climate, at any rate."—*Buffalo Courier*.

POOR Karl Kron is receiving a most terrible laying out at the hands of *Bi. News*. One of the tid bits taken from this review is so incisive and true that we will be pardoned if we reproduce same: * * "Whilst the colossal egotism of the author is evidenced by the fact that (on page 732) he calmly compares his monument of egotism with the Memoirs of General Grant, possibly one of the most non-egotistical men that ever lived. Here is the modest (!) paragraph: "Meanwhile, the risk I incur in putting so small a price as \$1.50 upon a collection of more than 500,000 words, may be guessed at by a comparison with the best-known of recent subscription works, 'Grant's Memoirs,' whose 1232 pages contain only 300,000 words, though the price is \$7." We think for really sublime impudence there is nothing in our experience to touch the "only 300,000 words" of the above quotation. Fancy! *only 300,000 words* penned by one of the greatest men of a great nation daring to venture comparison with "more than 500,000 words" written by a non-entity—and an egotistical nonentity at that—as Dominie Sampson would say, "Prodigious!"

A SPECIAL cable to the *Post-Dispatch* of St. Louis, dated London, Sept. 10, states: "A number of gentlemen interested in the adaptation of cycles to military purposes, assembled at Hanwell Thursday afternoon to witness some trials and experiments with a bicycle which has been constructed by Wilkins & Co. of Holborn Viaduct. The bicycle, which in its general outward appearance resembles the machine of the familiar safety type, was put through a series of most extraordinary tests, with results which greatly astonished and amused the on-lookers. Starting from the centre of the town a man rode the machine over half a mile or so of road to the bank of the River Brent where, dismounting, he proceeded to blow into a couple of small bags attached to the handles. The inflation occupied about a minute, and then the rider, having thrown his bicycle into the water, dived after it, swam across and landed on the other side. He then rode over three or four miles of very rough and varied country, including ploughed fields and swamp meadows, and having recrossed the river, regained Hanwell by some very rough lanes, lifting his machine over closed gates. Altogether he covered a distance of about five miles, and his time was little more than 41 minutes. Subsequently, a few well-known cyclists who were among the visitors tried the machine, and rode over the most uneven ground, up and down short and sharp hills and over bricks and other obstructions in a manner that greatly surprised the military men and others who were present."

ONE of the participants sends us the following description of a trip on Singer Victoria: "The first successful tour on the Victoria six-in-hand in this country was indulged in by Messrs. E. G.

THE RUDGE CRESCENT TANDEM.



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 Largest Manufacturers of Cycles and Sundries in America.

Whitney, Edward S. Wheeler, Nathaniel Heath, Charles H. Merrill, Fred H. Ruggles and W. H. Edmands. We selected for the trip the North Shore to Gloucester and return. Starting from the Boston Bicycle Club House afternoon of Saturday, 3d September, going to Marblehead Neck for the night, stopping at the Corinthian Yacht Club; here our interests were looked after by Messrs. Hodgkins & Seaman. Sunday morning we started for Chebacco Lake, made a short stop at the Colonial Club of Salem, where we were handsomely entertained by Mr. A. H. Proctor. We reached the Chebacco Lake House shortly after one o'clock, where a fine chicken dinner (which this place is noted for) was awaiting us; after having a sufficiency we started for Gloucester via Essex and Manchester, through the famous pine woods, which makes one of the most beautiful afternoon rides; we reached Gloucester at half-past five; in the evening we were entertained by Messrs. Webber & Stanwood. Monday morning at ten o'clock we started back for Boston via the shore road, stopping at the Lafayette House, Salem, for dinner, arriving in Boston at six o'clock, which ended one of the pleasantest of trips. The peculiarity of the machine created considerable of a sensation wherever we went."

A most heartrending account of a shipwreck reaches us from the vicinity of Bailey's, South Natick. It seems that a party of Boston men, headed by a well known local wheelman, decided to brave the dangers of the deep and take a boat ride on the raging waters of the Upper Charles. One of these men appointed himself captain and took the tiller, while the other three divided the duties of lookout, welder of the ash and pilot. It required the combined efforts of these four gallant seamen to navigate the good boat through, and though every precaution was taken and a constant lookout maintained by the man who run the spyglass, dire disaster in the shape of a big boulder awaited the coming of the doomed adventurers. The log of the "Bessie Matilda" reads as follows: "While in latitude 'steen forty and a half degrees, longitude 4-11-44, the first mate, who had for some time been making observations through the nozzle of an empty beer bottle, yelled "Rocks to wind'ard!" Instantly all was bustle on board. The captain with wonderful presence of mind grabbed a full beer bottle, made a frantic clutch at an overhanging limb of a tree, and so well timed was the masterly effort to control the ship that she capsized with the greatest promptitude. The awfulness of the situation can be better understood when we state that the water was almost knee deep, and the captain and crew were nearly strangers to the touch and uses of *aqua pura*. The struggle for existence was manfully sustained, and after an hour's battling with the frightful surf the wrecked men waded ashore, more alive than dead. They were kindly cared for by the inhabitants of what proved to be a hospitable country, and after a weary tramp of ten minutes' duration, without rest, food, and only one bottle of beer between them, they finally reached Bailey's and were received with every expression of joy by their friends, who had given them up for lost."

J. A. Lewis, Secretary-Treasurer of the Missouri Division, had a delightful experience at Interlaken, Switzerland, and thus pleasantly tells of it to the reporter of the *P. D.*: * * * When he reached the place there was no wheel ridden there, but he heard that a local mechanic had made one. He went on a hunt for him and found that he had sent to England for a rim and bearings, and then made the rest himself. Lewis wanted to hire the wheel. The fellow was afraid. Ab saw by its movement under his hand that it was a daisy, so he was the more determined to get it, for the roads around Interlaken are beautiful. He asked to be allowed to try it. The owner consented, and wanted to hold the wheel for the mount, he said, for the street was rough. But Ab suddenly shot into the saddle with the pedal mount, whereupon the owner shouted to him he could have it, and made signs showing he believed the American to be Dan Canary in disguise. So Ab got it, and felt like a king. The next morning the party were to drive sixteen miles to the top of the mountain. Lewis said he would ride with them on the wheel. The native driver laughed at the idea of keeping up with the horses. But the wheelman fell in behind and kept up till within a few miles from the top, when the dozen miles of climbing had told on the rider's legs and he was about "dead." So were the horses, and everybody was walking. But they beat Ab to the top by a few minutes. Although surprised at the cyclist's endurance, yet the driver ridiculed Ab's proposition to give him half an hour's start and beat him back to the hotel, which lay thousands of feet below in the valley. The driver cracked his whip and started. Lewis let him get forty minutes ahead, and then throwing his legs over the bars began the longest coast of his life. The road was cut out of the solid rock and kept scrupulously clean, laborers being at work on it every little distance. So he swept around curve after curve, the home-brake working to a charm. It was about sunset, and the laborers were returning to their homes. As the wheelman shot by them like a flash, they only had time to cry, "The scout!

the scout!" believing him to be from the army, by whom the bicycle is extensively used. But the scout never stopped, and flew on and on until four miles from the hotel, when he put his feet back on the pedals, and beat the driver in by ten minutes. The only thing about the ride he regrets is that he forgot to time himself.

DODGING A DUN.

"How very shocking," exclaims a goody-goody reader. "No one should ever enter into engagements that they cannot perform and then they would not owe money." This in theory is perfect, but in practice a failure; the only people one comes across in this world who don't owe money are either those who have so much that they have no need to owe, or those who are so poor that can get no credit. Assuming then on these grounds that people owe money and are dunned for it, and taking it for granted that to dodge a dun would not be considered a criminal offence, I will relate the story as it was told to me in a sudden gust of confidence, probably occasioned by the brilliancy of the moonlight, and the strength of the whiskey of the little inn we were sitting in.

For obvious reasons the man's name need not be mentioned. Jones is a good old family name; therefore, let him wear it a little. "My boy," said Jones, "you talk about duns. Did I ever tell you the tale of how I upset one of those sportsman's calculations?"

On my answering him in the negative, he sat down, and after a few chuckles of delight at the recollection of his escapade, he commenced.

You remember when I ran through all my money and credit that I was waiting until I could appease the wrath of my worthy uncle, and persuade him to pay my debts; in the meanwhile to dodge my most persistent duns I retired to the quiet little village of—where I went to stay with an old lady, who had been a great friend of my family ostensibly to read up for my exam.

This old lady had a very charming daughter who—

"If this is a love tale," I interrupted, "I pass."

Dry up, was the inelegant but forcible reply, it isn't, but the girl plays a principal part in it so I can't pass her over. Well, this girl was decidedly pretty, lively and good fun, and what was more delightful was at the time very badly bitten with tricycling fever and had persuaded her mother to buy her a tricycle, on which, accompanied by yours truly on a safety, she used to roam the country round.

In fact she rode admirably, and I firmly believe that had she been untrammelled by the furbelows and flounces of feminine attire she would have ridden my safety the very first attempt.

A fortnight had thus passed pleasantly away, the natural consequence of taking quiet sentimental rides through country lanes being that I became very badly smitten.

Having been reduced to this state of idiocy I became very anxious for fear I should be tracked down by a firm of very vindictive tailors, Messrs. Broad Cloth and Co., who had vowed vengeance on me because I had, with the aid of a few theatrical properties, walked out of my diggings under the very nose of the men who were waiting to present me with a *billet doux* from "Her Most Gracious Majesty." The Dundreary whiskers and wig which I then wore I had safely in my portmanteau, and provided the tailors did not find out my whereabouts for a month or two till my uncle relented, I was all right, but if they discovered me now, and the old lady heard of it, good-bye to my chances with her fair daughter. My bad luck, however, pursued me, and one morning my hostess having to go out for the day to visit an old pensioner of hers in a neighboring village, we started off on our machines for a good ride, but before going very far the nut in the head of the tricycle became loose, and having, of course, forgotten the spanner, back we had to go for it.

Riding up to the stable entrance, I saw two men hanging about in the road, their backs turned toward us, evidently not having heard our approach. "Spurt quick for the stable entrance. They are *writers*!" I gasped in a loud whisper. My friend was in unseen, but I was less lucky: hurrying round they saw me and made a rush. Only just in time the big doors were shut in their faces, and if they could climb over, well, they were welcome. Once inside I breathed more easily. But what on earth was to be done? I knew they had a committal order out against me, and that if caught I should be promptly landed in Holloway, and then good-bye to all chances of my uncle doing anything for me or my hostess sanctioning my suit with her daughter.

Of course she knew all about my affairs, so turning to her I said, "What on earth had I better do? Cannot you devise something? A woman's wit is always the readiest."

"There is no way out at the back, the stable door and the garden gate both open on the same road, so you can't get out without being seen, and you say these are the same men who saw you in those

whiskers and the wig you have upstairs. Are you sure?" said she. "Stop! I have an idea. Oh! splendid. Do you think I could ride your safety twenty yards without falling?"

"No," I answered, "your confounded dress."

"Never mind my dress; could I ride in it were it not for that do you think?"

"Yes," I replied, "I'm sure you could."

"Will you promise to do as I tell you, and never to tell anyone if I show you a way to escape?" said she, her eyes dancing with mischievous laughter.

"I swear," I replied.

"Very well, do as I tell you."

In the space of ten minutes a considerable change had taken place in our appearance; my friend stood in a suit of cycling clothes, and a very nice boy she made before she put on the wig and Dundreary whiskers, whilst I had donned an old cycling dress of hers, a neat little hat, and a modest veil. Great Scott, how my waist was pinched in.

"My goodness! what big feet you've got," was her remark, when she surveyed her handiwork. I might have made remarks, too, but did not. In a few minutes' time I had altered her tricycle, which was a beautifully light little machine, to suit my reach. My safety was taken through the house, while I mounted the tricycle, sat inside the stable gates with the coachman, who had been tipped to hold his tongue, waiting to throw open the door directly he heard a whistle, and then to go to his young mistress's rescue, when the mistake was found out.

There was a shrill whistle. My friend was trying to mount the safety. I heard the man rush away from the door.

"Open the gate, George." Out I shot on to the good gravel road, and yelling out "good-bye" was down the road a couple of hundred yards. When easing up I looked back, and could see my bold little preserver with the wig and whiskers in her hand laughing immoderately at the enraged writers, who seeing how things were commenced running after me. Of course, I left them, and after a couple of hours riding was skimming up the wood pavement of Bayswater.

Entirely forgetting my costume, I noticed one of the great unattached intending to pass me. Down went my head, bang went my waist, and I daresay to this day that man wonders what woman fiend he tried to spurt. Elated with this little adventure, I determined on tackling my uncle there and then, which I did, and with such satisfactory results that I never more need dodge a dun. "And the girl, Jones, the noble preserver, etc.? Of course you are engaged, eh?" "No, old chap," said Jones, resigned, "she married a wealthy soap boiler."—*The Welsher, in Wheeling.*

THE HOUR, TWENTY-FIVE-MILE AND TWO-MILE ENGLISH PRO. RECORDS TAKEN BY DUBOIS.

ON Wednesday, August 24, Jules Dubois, the French flyer, made a successful attack on the English professional hour record at Coventry. He began to take down the records from two miles up, and when the hour was up he had gone 21 miles 498 yards. The previous best being held by Lees, in 20 miles 1481 yards. So well and fresh did the Frenchman feel at the end of the hour that he continued on to beat the 25-mile, which he did in 1.10.34 4-5; best previous was done by Woodside in 1.12.13 1-2. Below we append the time which from two to 25 are best English professional:

MILES.			TIME.			MILES.			H. M. S.		
1	-	-	0	2	40	14	-	-	0	39	24 4-5
2	-	-	0	5	27	15	-	-	0	42	20
3	-	-	0	8	16 1-5	16	-	-	0	45	10
4	-	-	0	11	8	17	-	-	0	48	3 3-5
5	-	-	0	13	59 1-5	18	-	-	0	50	52
6	-	-	0	16	48	19	-	-	0	53	40
7	-	-	0	19	43	20	-	-	0	56	28
8	-	-	0	22	30 2-5	21	-	-	0	59	15 2-5
9	-	-	0	25	19 4-5	22	-	-	1	2	1
10	-	-	0	28	5	23	-	-	1	4	58
11	-	-	0	30	55	24	-	-	1	7	48
12	-	-	0	33	41	25	-	-	1	10	34 4-5
13	-	-	0	36	32 2-5						

THE TWO-MILE.

At the same place, on the following day, Thursday, August 25, Dubois went for the two-mile record held by Howell of 5.27, and which he (Dubois) himself had tied on his 25-mile run the previous day. He started and rode through the heat at a regular pace, and finished the distance in 5.25, thus beating his own and Howell's tie time by just two seconds.

VOLUNTEER CHECKERS WANTED.

We print below a partial list of places where we want volunteer assistance in checking the contestants in the BICYCLING WORLD road race. Local cyclist will oblige by sending in their names, and those accepted will be put on the FREE LIST of the BICYCLING WORLD for six months. "First come, etc." We shall print full and further particulars each week and also revise the list of towns and villages in which we want checkers:

Massachusetts: Boston, Cottage Farms, Brighton, Chestnut Hill Reservoir, Newton Centre, Great Sign Boards, Newton Lower Falls, Wellesley Hills, Wellesley, Natick, South Framingham, Framingham, Southboro', Northboro', South Berlin, Berlin, West Berlin, Clinton, South Lancaster, Lancaster, North Lancaster, Leominster, Fitchburg, West Fitchburg, Westminster, South Gardner, East Templeton, Templeton Centre, Brook's Village, Athol, Orange, Miller's Falls, Turner's Falls, Greenfield, Shelburne, Shelburne Falls, East Charlemont, Charlemont, Zoar, Hoosac Tunnel Station, North Adams, Williamstown, North Pownal, Vt., North Petersburgh, N. Y., Troy, Albany.

New York: Albany, Loudenville, Watervliet Center, Schenectady, Hoffman's Ferry, Amsterdam, Tribes Hill, Fonda, Palatine Bridge, St. Johnsville, Little Falls, Ilion, Utica, New Hartford, Kirkland, Vernon, Onieda Castle, Canastota, Chittenango, Fayetteville, Syracuse, Camillus, Elbridge, Sennett, Auburn, Cayuga, Seneca Falls, Waterloo, Geneva, Castleton, Hopewell, Canandaigua, East and West Bloomfield, Lima, Avon, Caledonia, Le Roy, Stafford, Batavia, Corfu, Crittenden, Mill Grove, Bowmansville, Buffalo, Dunkirk, West Seneca, Bay View, Eighteen-mile Creek, Evans Centre, Irving, Silver Creek, Fredonia, Brockton, Portland, Westfield, Ripley, State Line.

Pennsylvania: North East, Harbor Creek, Erie, Weigletown, Fairview, Gerard, East Springfield, West Springfield.

Ohio (complete only to Cleveland): Conneaut, Amboy, Kingsville, Ashtabula, Saybrook, Geneva, Unionville, Painesville, Mentor, Willoughby, Wickliffe, Euclid, Collamer, Lake View Cemetery, Cleveland, thence probably via Canton, Massillon, Wooster, Mansfield, Columbus, Springfield, Dayton.

Indiana (incomplete): Hagerstown, Richmond, Indianapolis, Lafayette, Oxford.

Illinois (incomplete): Sheldon.

NOTE: Some of above places have been covered.

RULES GOVERNING CHICAGO TO BOSTON ROAD RACE.

BELOW will be found a list of rules to govern the great road race between the cities of Chicago and Boston:

1. Route of race between Boston and Chicago, or *vice versa*.
2. The best route will be selected and furnished the contestants at least three weeks before the date of the start.
3. The date of the start of the race to be Monday, October 3d, 1887, at 6 A. M.
4. Riding time each day to be limited from 6 A. M. to 9 P. M.
5. Contestants must choose a distinctive color for body and head gear, and must wear the same during the time they are on the road. Selection of colors must be made known at the time of entry.
6. Machine to be ridden must in no wise differ from the ordinary roadster or light roadster of the make selected. Protest can be raised by any contestant if it is proven that the machine differs in any essential from the ordinary stock sold, then the representative of the WORLD shall be at liberty to select any machine from stock of make selected, providing the machine so selected be within one inch of size of machine discarded.
7. No other machine be used or ridden by the contestants during the whole race than the one selected and started with. The representative of the WORLD may, if he sees fit, put a private mark on each and every machine.
8. A complete record of all repairs must be kept when made and furnished to the WORLD on the completion of race.
9. No other vehicle or means of locomotion by the contestants other than the bicycle he started with except, that a contestant can walk with his cycle.
10. The means of checking and points at which checking is done

will not be disclosed by the management, but such steps will be taken as to insure the most careful and thorough checking.

11. In case of the violation of any rule by any contestant, such contestant will not be allowed any position in the race, and will forfeit all claims to prize or credit.

12. An entrance fee of fifty dollars for each man entered will be charged, and fee must accompany the entry.

13. The prize to be first a hundred dollar gold medal, and second a handsome gold medal or cup.

14. In case of a claimed violation of any of the above named rules the claim shall be made before a committee composed of a man to act as judge for each principal, and to be named before the 1st of October, a representative from the BICYCLING WORLD and two disinterested parties, to be selected by the joint consent of the principals and the WORLD before the 1st of October. The finding and decision of such committee shall be final.

IMPRACTICAL INVENTION.

IN the historical chapter of the Badminton book we find much that is amusing and instructive. In it we discover that the inventive crank who is about to revolutionize the world by means of his invention was as common in the early days of cycling as they are now. We take a portion of this chapter:—

"It was not until two or three years prior to the Great Exhibition of 1862 that the first real advance is recorded towards the production of the bicycle of to-day. 'Velocipedes' or 'carriages to go without horses,' 'manivelocitors,' 'bivectors,' 'trivectors,' 'accelerators,' 'allepodes,' had one after another been brought before the public, as the latest and most valuable invention in this direction. Some of the designs were marvellous in their impracticability. One, for example, was a full-sized coach with accommodation for six persons, one of whom steered from the box, four passengers sat inside, and the whole was to be driven by means of two foot levers *by one footman*, who was to stand in full uniform at the back of the coach as footmen usually do. This unfortunate is represented in a three-cornered hat and a laced coat, and cyclists of to-day will doubtless be ready to sympathize with the unfortunate persons who were called upon to attempt this light and easy task. A glance at some of the scientific journals of the time will show that in the early days of velocipedes inventors were as enthusiastic, in their designs, as the most impracticable of modern geniuses. Our manufacturers claim for the machines they make the highest qualities of lightness, strength and speed, ignoring the fact that the last named qualification depends upon the man, and not on the machine he rides. Inventors nowadays invariably pooh-pooh opposition, and assert the great advantages possessed by their last invention; and so, we find, did their anti-types before the bicycle was invented. Thus the following appears in No. 57 of the '*Mechanics' Magazine, Museum, Register, Journal and Gazette*,' published on Saturday, September 25, 1824:—

SELF-MOVING CARRIAGE.

Mr. D. McDonald, of Sunderland, informs us that he has invented a 'Self-moving machine' for travelling on roads, which has carried seven persons. It is propelled by means of treadles. A man sits behind working the same, and there is a fly-wheel operating upon two cog-wheels, which operate on a square axle. You will, perhaps, think the man behind has hard labor—not so. From the velocity of the fly-wheel, together with the aid of a lever, which is in the hand of a person in front steering, he has not often to put his feet to the treadles. Mr. McDonald intends, when he shall have improved the friction of the body of the carriage, to present the same to the Society of Arts; and as he desires to receive no emolument for the same, he hopes it will come into general use.

How charming was the confidence, how great the magnanimity of Mr. McDonald! Perchance he 'improved the friction of the body of the carriage' too much; for, strange to say, it never seems to have come into the general use anticipated by its inventor. 'You will, perhaps, think the man behind has hard labor?' Perhaps! With seven persons in the 'self-moving' carriage it would have been doubly interesting to have heard the sentiments of 'the man behind.' In the same magazine, in its issue for September 6 of the same year, there is a record of another of these facetiously named 'self-moving carriages,' invented by a carpenter of Buckland, near Chard, which is said to have been of 'very light construction,' whilst 'K. W.,' a Welshman, describes a lever-action machine, which accommodated two persons besides 'the one who conducted it,' and it is further stated by its inventor that it 'went with ease eight miles per hour.' This must have been under favorable circumstances, say down a very steep hill, for a steep hill only would have sufficed to overcome the friction of the numerous cogs and chains introduced into the Welshman's design. All the 'self-moving carriages' of this early date were to be propelled by levers, but

there seems every probability that the credit of first applying the crank action to velocipedes belongs to an English firm, as Messrs. Meheux of Chelsea showed in the Exhibition of 1862 a three-wheeled velocipede, the front wheel steering as in a modern bicycle or the old dandy horse, the other two wheels, which were of course somewhat smaller, being placed side by side behind. This type is to be seen to-day in children's toy-tricycles, and also at the Crystal Palace and other places where velocipedes are let out on hire by the hour. This English-made machine was fitted with a pair of cranks to the front wheel."

It took Geo. W. Nellis about twenty days less time to cross the Continent than it took Tom Stevens to wheel the same distance.

THE New Castle (Pa.) Bicycle Club will give a race meeting at Wheelmen's Park, Wednesday, Sept. 28th. There are thirteen events on the list. For particulars, C. L. White, Secretary, etc., New Castle, Pa.

THE Indiana friends of Sam Hollingsworth will be pleased to hear that this member of the Columbia team ran a mile in 2.33 1-5. This is the fastest mile by over seven seconds that Sam ever rode before. He feels very happy over the achievement.

It is not often that a magistrate finds himself in the prisoner's box on the charge of assault, but such was the case of A. J. Edwards, a local magistrate of Waltham Abbey, England. It appears that Edwards deliberately struck at and hit some wheelmen as they were quietly passing him on the highway. He was fined promptly by the presiding judge and sent on his way a sadder but a wiser "Beak."

THE claim made by Tom Eck that "his men want to go the whole twenty-four hours" between Chicago and Boston is absurd on the face of it. Even if it could be so, and the limit of human endurance not reached, we should decline to have anything to do with the race. It would be brutal to run men the whole twenty-four hours. Let the contestants have a good share of rest, and the "average time" will be much better, to say nothing of the avoidance of cruelty.

THE Auburn (N. Y.) Amateur wheelmen held a meeting at their rooms, 155 Van Anden street, the other evening. A committee was appointed to decide on uniforms and badges. The society at present numbers eight active members, and is composed of young boys interested in bicycle riding. The following are members: Frank S. Ellis, Fred J. Cossum, Robert Cruthers, Adelbert Lane, Fred H. Stout, J. L. Creveling, Charles A. Forrest and Herbert Osborn.

ROWE did not go to England, and the reason thereof seems to be that his backer, H. B. Arnold, did not care to take such a big risk. The Pope Mfg. Co. agreed to pay a fixed sum towards liquidation of expenses, and the management expected to make the difference by gates and prizes. It seems that at the last moment, as the meeting with Howell was not an assured fact, Mr. Arnold concluded the risk too great and abandoned the trip. The Pope Co., however, stood ready to stand by their part of the agreement.

THE Philadelphia *Item* says, in regard to our great road race: "If the event comes off, and the route already broached be chosen, the racers will only touch Pennsylvania at one point, viz., Erie." That may all be, but as Pennsylvania is about 50 miles from line to line on Lake Erie, we do not know how the racers will manage to clear the intervening 20 or 30 miles of country east and west of Erie. We certainly refuse to furnish the racers with wings, and we shall forbid them going by water.

DAN ALBONE, of "Ivel" safety fame, has joined the ranks of the benedicts and taken unto himself a wife. Speaking of his return to Biggleswade the *Cyclist* thus describes his reception: "They arrived at the station at 9 P. M. Here a crowd of about 1000 people waited to give them a hearty welcome home, and through this crowd they were led to a neat little trap of Dan's own make, which was balanced and guided by one man in the shafts, whilst twelve more, mounted on tandems and single tricycles, drew them through the crowded streets to the "Danneries."

LAST Sunday a party of twenty members of the Lynn Wheel Club rode to Brookline to see Shurman "do" Corey Hill, and this is the way he did it. Mounted on Mr. McCune's ordinary Springfield roadster he rode straight up the hill, coasted down the back side, turned round, rode up to the top; turning here again he coasted down once more on the back side of the hill. This was somewhat of a feat, and the men who went to see it came away with large ideas of the hill-climbing qualities of the Springfield roadster and the pluck of Mr. Shurman. The machine used was the ordinary roadster, geared to the standard power.

THERE are many incidents on record where men's lives have been saved by speedy horses, but possibly the first instance in which the treacherous looking bicycle has figured as a life saver occurred at Stanford, Ky., the past week. Dr. W. B. Penny of that place is a typical Kentuckian, over six feet tall and built in proportion. The doctor makes a specialty of pulling teeth, and used his wheel—a 56-inch sky scraper—in making his visits. One evening recently he made a call several miles from town, and was delayed until nearly dark. He started home, however, after lighting his hub lantern. He had pedalled along serenely two or three miles over the smooth Stanford pike, thinking of supper, when suddenly he heard a commotion in his rear. Glancing back, he was startled to see a mad bull, with head down and tail erect, charging at him with full speed. The red side lights of the lantern had roused the bovine's ire, and he had determined to annihilate it. There was no time to think. Grasping his handles firmly, the doctor bent himself to business and pedalled as he never pedalled before. Faster and faster went the light machine, but closer came the infuriated bull. Straining every nerve, the doctor pulled himself up a hill, knowing that once up he could gain upon his bloodthirsty pursuer and possibly escape. A slipped pedal or a header meant death, and he knew it. But strong legs and a stout machine gained the victory, and the hill top was reached with the bull not over thirty feet behind. But the doctor knew he could quickly coast away from his enemy on the declivity before him, and, throwing his tired legs over the handle bars, he rapidly drew away and left his pursuer. The race was only three-quarters of a mile and did not last much more than two minutes, but it seemed miles and hours long to the man on the wheel.—*Courier Journal*.

RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

No. 367,368. Velocipede, J. S. Copeland, Hartford, Conn., assignor to Pope Mfg. Co. Relates to the handle-bar and head.

No. 367,721. Bicycle-tire machine, Wm. A. McCool, Perrysville, Ohio.

No. 367,883. Bicycle, J. L. Yost and J. B. McCune, Worcester, Mass., assignors to Springfield Bi. Mfg. Co.

No. 368,167. Velocipede, Jas. C. Powell, Danville, Va. A hand-power tricycle.

No. 368,360. Velocipede, J. R. Trixwell, London, Eng., assignor to Geo. Watson, same place. Patented in England. A ball-bearing head.

No. 368,360. Velocipede. J. R. Trigwell, London, Eng. A ball-bearing head.

No. 368,607. Tricycle. B. M. Pearne, Oxford, N. Y.

No. 369,017. Velocipede. Otto Ludewigs, Salzwedel, Prussia. Patented in Italy, Austria-Hungary, England and Germany. Centre of gravity of seat is below the driving shaft, and has a folding umbrella to shelter the rider.

No. 369,224. Ice Velocipede. E. F. Batchelder, Concord, N. H.

☞ A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

HOORAY FOR BILLY ROWE!

OUR Billy's going over! Now there's going to be fun;
When he starts in to show them just how races should be run!
The Volunteer and Thistle now may fight it out at will;
The wheel world isn't interested in THAT sort of bill.
The Bostons may begin to play the greatest kind of ball,
Or the Hoosiers take the pennant—none will notice it at all;
For our Billy's going over just to do the Britons up,
And to bring the English records where the Thistle leaves the cup;
So do not get excited now, but soon prepare to smile,
When you read of Billy beating '27 to the mile;
For better than 2.25 Dick Howell's got to go,
If he gets across the tape ahead of Yankee Billy Rowe!

PEDALS.

[Sorry that this happens to be written for naught. We print it, however, because this is as we wish it *could* be.—ED.]

"Now you see it and now you don't see it." That's about the way Rowe and Howell seem to act in regard to a meeting this fall. The element of uncertainty as to whether these men will eventually meet adds piquancy and gives us poor scribblers something to write about. The occasion of Rowe's hoped-for race causes our always welcome contributor "Pedals" to sing of positive victory as resting on the shoulders of the American should the two "big uns" meet.

WE commend the following to those who may themselves be suffering from ill-temper, or having friends afflicted with a bad condition of the liver: "An elderly gentleman of violent—well, let us say excitability, and a certain idea of carrying military rule into the bosom of his family, has forsworn his customary cycling exercise during the late terrible condition of the roads. The other day, one of his undutiful daughters was heard to express herself with joy, 'Just fancy! papa has taken to riding again! he told me to get out his tricycle this morning, and started off for a ride on it. Isn't it a blessing? Now his temper will be bearable again once more; he's quite nice when he has plenty of cycling.'—*Bi. News*.

THE longest line of sundries in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalog.—*Adv.*

A PARTY of wheelmen from Kansas City rode out to Independence the other day. By some means (fair or foul we cannot say) each man secured an enormous watermelon, and thus loaded down, finished the last part of the ride. Some few found the load too heavy, and together with the melon took a drop, resulting in the smashing of the *cucumis*, and the destruction of the rider's equanimity of mind.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.—*Adv.*

"WHEN last we saw Joe Pennell he told us he was going to do an artistic pedestrian tour through Scotland with Mrs. Pennell, and we suggested 'tandem.' Whilst lying in bed last week mooning on the misery of this world, the following letter reached us:—'Nairn, August 23rd. My dear Nairn—I am struck with the idea that it would be an idea to write to 'Nairn' from 'Nairn,' to tell him that I've been idiot enough to go off on a tramp in Scotland, which has the best roads in England—I mean the other place, G. B. I've only seen nine cyclers in three weeks of tramping. I am so dead tired of it that I stopped in Iverness for the purpose of begging, borrowing or buying a tandem, or two single machines, but found that, though the roads are perfect, there isn't a cycle agent in the place.'—*Cyclist*.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalog on application.—*Adv.*

HARRY L. BURDICK, of Albany, is very much exercised over the fact that he has been arraigned as a professional. In reply to this charge he makes affidavit to the effect that he has never competed with a professional, neither has he ever received money prizes or in any way derived any pecuniary benefit.

THE Englishmen who went to Norway to scoop the prizes made a complete sweep. They took everything—in every race except one the Britishers finished first and second. Fenlon, Mayo and Turner were of the party.

FOUR well-known hammock saddles are manufactured by the Gormully & Jeffery Mfg. Co., of Chicago. Send for their catalog if you need anything in this line.—*Adv.*

THE wheelmen of Mansfield, Ohio, are making the life of the local "Bobby" miserable by blowing the calliopes in common use among the wheelmen. It seems that the policemen of that lively town also use the double-barrelled whistle as a signal calling for help, hence a condition of things not conducive to high morals or polite language.

FIXTURES.

Sept. 17—East Hartford Wheel Club.

Sept. 17—Orange Wanderers' races at Roseville, N. J.

Sept. 20—Rhode Island Division, Narragansett Park, Providence, R. I.

Sept. 21.—Albany, New York, Ridgefield Grounds, H. Gallien, Secretary.

Sept. 23-24—New York State meet at Cooperstown, N. Y.

Sept. 28-29-30—Mitchell, Dakota, W. J. Healy, Secretary.

Sept. 29—Allegheny Wheel Club races at Pittsburg, Pa.

Sept. 30, Oct. 1—Missouri Division L. A. W. meet.

Oct. 1—Poughkeepsie Bicycle Club, Poughkeepsie, N. Y.

Oct. 3 (Probably).—BICYCLING WORLD road race, Boston to Chicago.

Oct. 4-5—Shenandoah County Agricultural Society, Woodstock, Virginia.

Oct. 15—Attleboro', Mass.

BEFORE BUYING A TRICYCLE

CONSIDER THESE POINTS.

- The QUADRANT** led the way with the large steering wheel and its success compelled others to follow.
- The QUADRANT** led the way with a **rigid** steering wheel—a "sine qua non."
- The QUADRANT** led the way in the proper distribution of riders' weight.
- The QUADRANT** led the way with a central geared axle and with a long bridge over the axle.
- The QUADRANT** never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an automatic spring, nor any such past and passing contrivances.
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- The QUADRANT** is made by a firm who manufacture no other machines but Tricycles, who pay their men by the week (no piece work), who take pride in the history and traditions of their machines, hence its permanent superiority.
- The QUADRANT** is guaranteed, and the machines we import are built especially for American roads, possessing elements of strength to be found in no other machines.

No. 8 for Gentlemen.

No. 14 for Ladies.

No. 15 (Tandem) for either or both.

Send for Illustrated Catalog.

SAMUEL T. CLARK & CO., Baltimore, Md.,
SOLE IMPORTERS.



NEW RAPID ROADSTER.

THE NEW RAPIDS

Roadster, Light Roadster and Safety,
(Rover Pattern)

with the original and only perfect

TRUE TANGENT WHEELS,

Extensively copied, but never equaled.

Detachable Tubular One-piece
Handle Bar,

Warranted not to work loose.

Hollow felloes—6-in. cranks—square rubber ball pedals—black rubber tires—T., Pear or Spade Handles. Single ball bearings both wheels.

WEIGHT:

50-in., Roadster 40 lbs. Lt. Roadster 36 lbs.

Warranted Interchangeable

Send for Illustrated List. **AGENTS WANTED.**

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New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

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FOR SALE OR EXCHANGE.

WANTED—A Tandem and a Sociable for experimental purposes. Won't pay over \$125. State make, condition of tires, bearings, finish, wheels, etc. Address "EXPERIMENT," 206 Temple court, N. Y. City.

FOR SALE—A 54-inch Victor Bicycle. This machine was bought by the present owner in July, 1886; has not been injured in any way; is in first-class condition, and will be sold cheap for cash. Those who mean business and want a bargain should write to W. W. FARNSWORTH, 29 Garnet street, Fitchburg, Mass.

MUST be sold at once, 62-inch Expert; also two 52, 58, 50 and 52-inch Standards, Rover Safety, Rudge Safety, Royal Mail Tricycle, and Victor. SPEAD, South Newmarket, N. H.

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FOR SALE—One 1887 Columbia Tricycle, latest style. A few bargains in Bicycles. T. B. RAYL & CO., Detroit, Mich.

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LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLES AND TRICYCLES, new and second hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

SECOND ANNUAL

* RACE MEETING *

OF THE

Rhode Island Division,
L. A. W.,

AT

NARRAGANSETT PARK,

Cranston, R. I.,

TUESDAY, Sept. 20,

(Opening Day of the STATE FAIR.)

~\$350 IN PRIZES~

THE EVENTS:

1. 1-4 Mile dash (Prof.), 1st heat.
2. 1 Mile novice.
3. 1 Mile tandem.
4. 1 Mile open Amateur.
5. 1-4 Mile dash (Prof.), 2d heat.
6. 1 Mile R. I. Div. Championship.
7. 1 Mile Professional.
8. 2 Mile open Amateur.
9. 1-4 Mile dash (Prof.), final heat.
10. 1 Mile Star.
11. 3 Mile Lap (Professional.)

Races Called at 1.30 O'clock, P. M.

With exception of Third and Sixth, there will be two prizes in each event. A third prize will be added in every event where there are six or more entries, and a second prize in the Tandem race for three or more entries.

The Narragansett Park track is a mile course, widely known as one of the finest trotting tracks in the United States, and for bicycles it is superior to any except the specially laid courses. The Division races will precede all horse events of the Fair, and the track will be in prime condition. The Park is accessible from Providence by frequently running steam and horse cars, or affords a beautiful 4-mile run over macadam for bike, trike or tandem.

ENTRIES CLOSE on Wednesday, Sept. 14.

Entrance fee, for each event, \$1.

Address Entries and all Communications to

GEORGE R. MCAUSLAN,

Chairman Racing Board, R. I. Div.,

No. 8 Elmwood Avenue,

Providence, R. I.

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OLYMPIA. A monthly magazine (English), devoted to cycling, lawn tennis, cricket, rowing, fishing, hunting, shooting and every known sport. \$3 a year, post free.

CHRISTMAS NUMBERS. The Christmas numbers of the Cyclist are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HANDBOOK. By Henry Sturmeay. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

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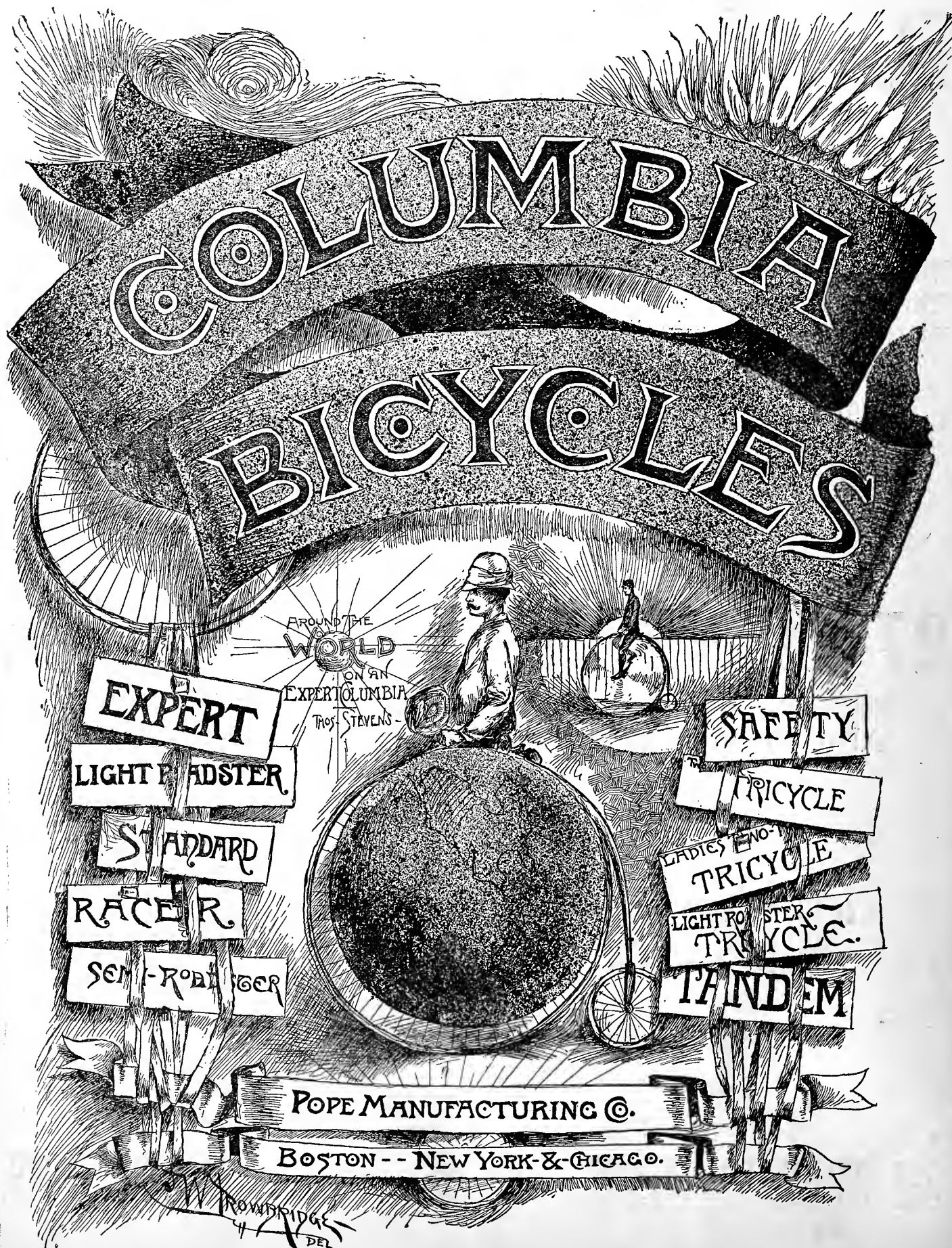
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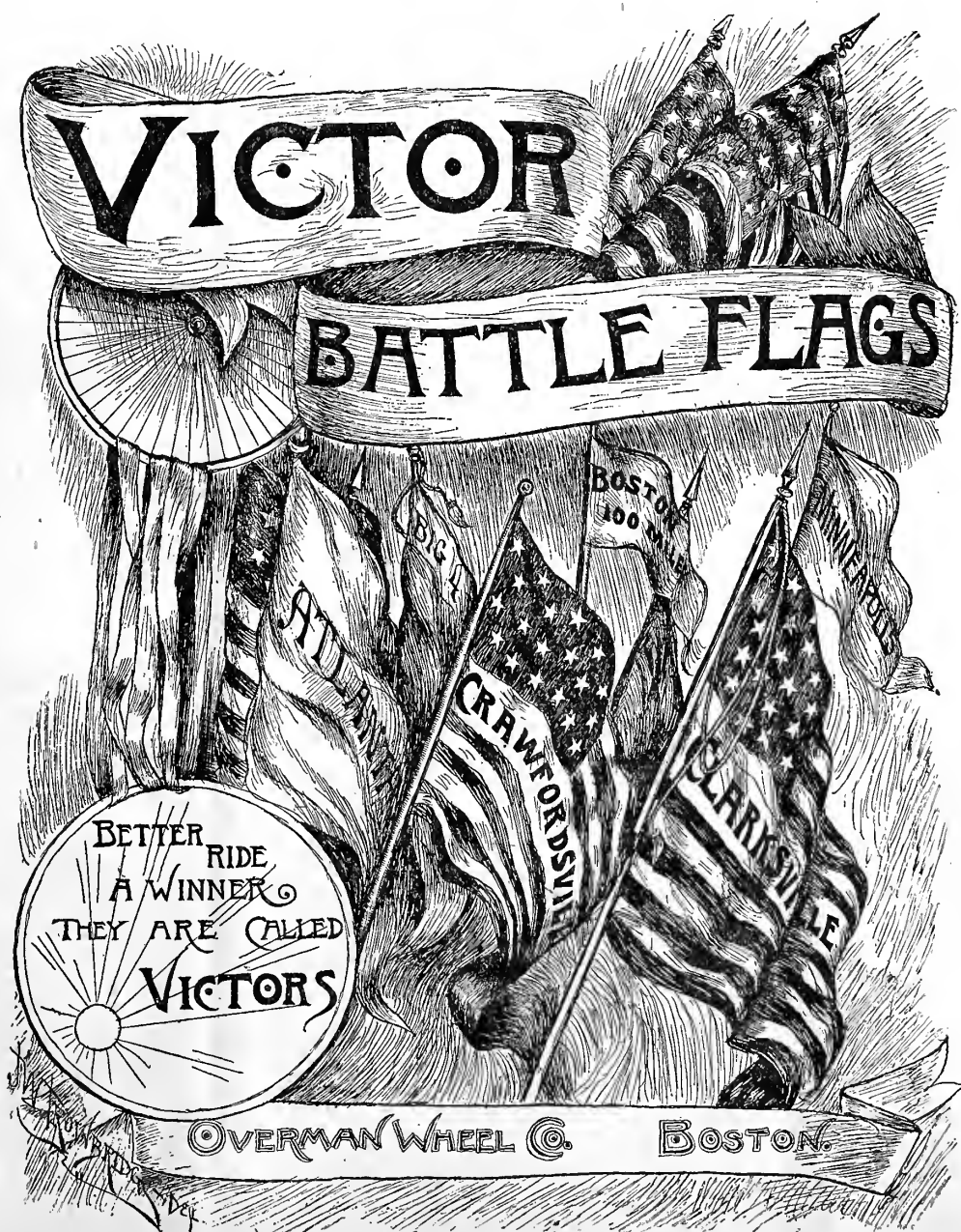
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BOSTON, 23 SEPTEMBER, 1887.

Volume XV.
Number 21.



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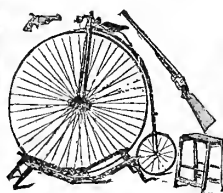
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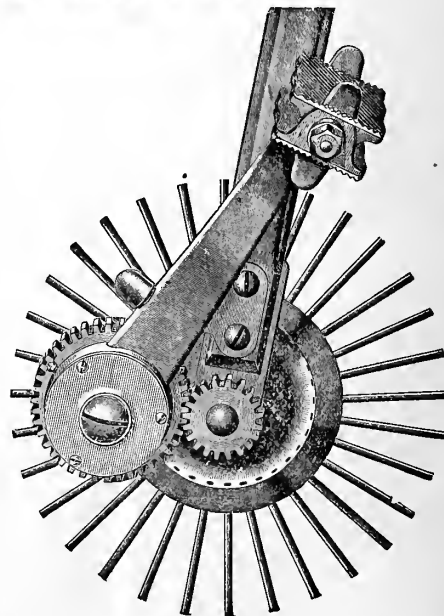
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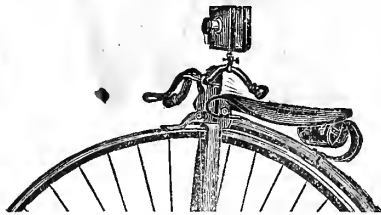
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Six months "......75
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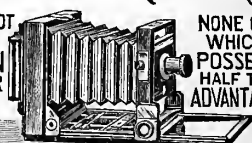
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NASHVILLE, Tenn., July 28, 1887.

MESSRS. WM. READ & SONS, Boston, Mass.

Gentlemen: I mailed you an afternoon paper to-day announcing our return from the Canadian tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by way of Louisville. Frankfort, Georgetown, Ky.; Cincinnati, Hamilton, Dayton, Marion, Cleveland, O.; Erie, Pa.; Buffalo, N. Y., to Falls. Entire distance by Butcher Cyclometer 862 1-4 miles. Also rode 183 miles on the New Mail before we started, making 1045. You must know

we had some terribly rough roads on our trip; over one hundred miles rough dirt road in Northern Ohio; rough, old worn out pikes in Kentucky; plank roads, sand roads, tow paths, water-washed side paths, rutty, hard-dried clay roads—in fact every kind of road you could call for.

The New Mail cost me exactly 5 cents for one quart of benzine for cleaning.

We had a little over 12 riding days, making over 70 miles average. Entire time to Falls 19 1-2 days, stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly,

ED. D. FISHER.

WM. READ & SONS,

107 Washington Street,

BOSTON,

MASS.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 23 SEPTEMBER, 1887.

THOSE who have kindly volunteered their services and those who do accept hereafter, please read the following notices carefully.

DATE of start Monday, Oct. 10th, from Boston, Mass.

CHECKERS already appointed will do well to announce the event all along the route of their district, not only to cyclists but to non-riders. We want the people along the entire distance to be on the look out.

CHECKERS will be kept advised to the best of our ability as to the whereabouts of the riders. However, every checker can figure approximately where the riders will be in his district. Some men calculate 150 miles per day will be covered by the winner. We think about 110 will be a fair average.

SPECIAL confidential instruction will be mailed to every checker a day or two before the race starts. In the meantime watch our columns for general information.

WE wish that every checker already appointed, and those who send in their names hereafter, would give us the name of the best hotel in their city or village.

WE are pleased at the way assistance is being proffered from many points. There remains quite a number of places yet uncovered. Send in your names, as in many places we want several checkers, Ohio and Indiana especially.

WE can in this issue officially announce that entries are pledged as follows:—

The Pope Manufacturing Co. will enter the "Columbia" team.

The Overman Wheel Co. will enter the "Victor" team.

The Gormully & Jeffery Manufacturing Co. will enter the "Champion" team.

The Springfield Bicycle Company will enter the "Springfield Roadster" team.

The above entries will have among their numbers some of the most celebrated racers of the country. While the exact personnel of

the different teams has not yet been decided on for publication, yet enough is known to make it positive that in this great race Greek will meet Greek. In our next issue we hope to give names of the men and also the exact day of starting, which will not be later than the 10th October, or earlier than the 3d.

VOLUNTEER CHECKERS WANTED.

We print below a partial list of places where we want volunteer assistance in checking the contestants in the BICYCLING WORLD road race. Local cyclist will oblige by sending in their names, and those accepted will be put on the FREE LIST of the BICYCLING WORLD for six months. "First come, etc." We shall print full and further particulars each week and also revise the list of towns and villages in which we want checkers:

Massachusetts: Boston, Cottage Farms, Brighton, Chestnut Hill Reservoir, Newton Centre, Great Sign Boards, Newton Lower Falls, Wellesley Hills, Wellesley, Natick, South Framingham, Framingham, Southboro', Northboro', South Berlin, Berlin, West Berlin, Clinton, South Lancaster, Lancaster, North Lancaster, Leominster, Fitchburg, West Fitchburg, Westminster, South Gardner, East Templeton, Templeton Centre, Brook's Village, Athol, Orange, Miller's Falls, Turner's Falls, Greenfield, Shelburne, Shelburne Falls, East Charlemont, Charlemont, Zoar, Hoosac Tunnel Station, North Adams, Williamstown, North Pownal, Vt.

New York: North Petersburg, Troy, Schenectady, Hoffman's Ferry, Amsterdam, Tribes Hill, Fonda, Palatine Bridge, St. Johnsville, Little Falls, Ilion, Utica, New Hartford, Kirkland, Vernon, Onieda Castle, Canastota, Chittenango, Fayetteville, Syracuse, Camillus, Elbridge, Sennett, Auburn, Cayuga, Seneca Falls, Waterloo, Geneva, Castleton, Hopewell, Canandaigua, East and West Bloomfield, Lima, Avon, Caledonia, Le Roy, Stafford, Batavia, Corfu, Crittenden, Mill Grove, Bowmansville, Buffalo, Dunkirk, West Seneca, Bay View, Eighteen-mile Creek, Evans Centre, Irving, Silver Creek, Fredonia, Brockton, Portland, Westfield, Ripley, State Line.

Pennsylvania: North East, Harbor Creek, Erie, Weigletown, Fairview, Gerard, East Springfield, West Springfield.

Ohio (complete only to Dayton): Conneaut, Amboy, Kingsville, Ashtabula, Saybrook, Geneva, Unionville, Painesville, Mentor, Willoughby, Wickliffe, Euclid, Collamer, Lake View Cemetery, Cleveland, Newburgh, Randall, Bedford, Twinsburg, Hudson, Stowe Corners, Munroe Falls, Talmage, North Springfield, Uniontown, Greentown, New Berlin, Canton, Massillon, West Brookfield, East Greenfield, Dalton, East Union, Wooster, Jefferson, Reedsburg, Jeromsville, Hayesville, Mansfield, Lexington, Johnsville, Williamsport, Mt. Gilead, Cardington, Ashley, Delaware, Stratford, Worthington, Columbus, Alton, West Jefferson, Lafayette, Summerford, Brighton, Vienna, Harmony, Springfield, Dayton.

Indiana (incomplete): Richmond, Knightstown, Greenfield, Indianapolis, Lebanon, Crawfordsville, New Richmond, Lafayette, Oxford.

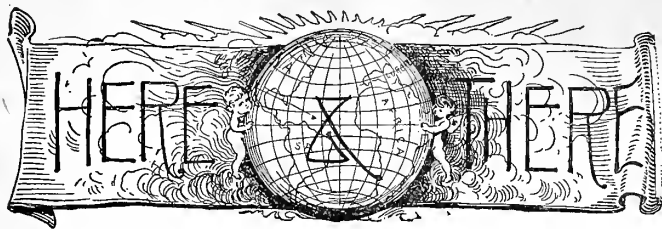
Illinois (incomplete): Sheldon.

NOTE: Some of above places have been covered.

We are glad to welcome in our midst Mr. Sidney Fletcher of London, sometime Captain of the Kent B. C., who is spending a few days in Boston, en route to China, thence to England, thus covering the globe.

We are advised by Dr. G. W. Fay that the cyclist who fell while going down a hill in East Weymouth last Sunday is very seriously injured. His name is S. C. Denslow, and he hails from Quincy. His condition is slowly improving, but he was unconscious for fourteen hours. Concussion of the brain was evident, and it is doubtful if he fully recovers for months to come. It is yet a mystery as to what caused the accident, probably a bad header.

For rules of Great Road Race see page 391.



THE weather during last week was not of the kind to call the boys out for very long runs, the most of them confining themselves to the macadam close at home. It has settled down again, however, and quite a number of runs are being talked over, to take from one to three days.

BURDICK rode in remarkably good shape on Saturday and rather surprised the bunch when he spurted in a winner in the 5.50 limit.

CRIST reeled off a trial mile at Roseville last week in 2.35 3-5, the time being vouched for by half a dozen who held watches on him and jogged him along in great style.

HARRY HALL has fully recovered his old-time form, and the manner in which he pumped when pacing Crist in the 2.45 limit on Saturday was worth seeing. It is reported in a wheel column of a New York daily that he will give up racing after this season.

THE mile and a half bicycle race at the Manhattan games on Saturday was won by L. J. Kolb, in 4.35 2-5; Jesse W. Powers, Jr., was second and P. M. Harris third. Kolb and Rich had entered for the handicap of the Wanderers, and quite a brush was expected between them and Crist and Hall.

MR. KOYL, of the Capital Club, Washington, D. C., has been selling a large number of his patented lamp controllers in this locality. He is about to take a trip to Chicago, and from there to Toronto, Montreal, and around by way of Boston; from thence he will cover all the wheeling towns to New York.

THE plan of putting a time limit on races is a commendable one, and it seems to be the only way to get over the question of loafing. Of course a man has the privilege of loafing even in a race with a time limit, but, unless the limit is reached there is *no prize*, and that is what will catch the boys, as very few of them care to ride for the "love of the sport."

BUSINESS is fairly good and dealers predict a good run of trade for the next month. L. H. Johnson is head over ears in work and is selling a great many new mounts. H. A. Smith & Co. are driven in their repair shop and report sales of new wheels as very fair, and of sundries as first-class. Reber & Saich have given up repairing altogether in order to devote their whole attention to the manufacture of the King wheel.

ARRANGEMENTS will soon be made for the fall road race, and if the weather is favorable it is sure to overtop any previous one. The last issue of the *Wheel* reports a rumor to the effect that the supervisors of the Irvington-Milburn course will not allow the race to be held there. I hope this will prove to be not the case. Freeholder Hines, of Orange, says he will certainly give his consent for the race to be held, and I think all objections will be withdrawn before the date arrives.

NEW YORK.

"THE RAVEN."

AMATEUR Athletics received quite a boom by the presence of the English amateurs at the N. A. A. A. championships on Saturday. Fully five thousand people crowded into the grounds of the Manhattan Athletic Club to witness what was billed as an "international contest of athletes." The distance for the bicycle championship was the unusual one of a mile and a half. Of seven entries, only three, viz., P. M. Harris, of the New Yorks, L. J. Kolb, of the Manhattan Athletic Club, and J. W. Powers, of the Harlem Wheelmen, could resist the temptation of pot hunting at the Orange Wanderers race meet, which took place at Roseville on the same afternoon. The race was an uninteresting one, and was captured by Kolb in 4.35 2-5, beating Powers by a head. Powers protested Kolb on the ground that the latter had fouled him in making the lower turn in the back stretch, claiming that by the foul his pedal was slipped and the race lost to him. The judges did not sustain the claim and awarded the race to Kolb.

THE plans of the proposed club house of the New York Club are now about completed, and building will be begun within the next month. The club expect to get into their new quarters early in the coming summer.

To *drive* a "road hog" to desperation, no more certain vehicle for the purpose can be secured than a bicycle; the sight of one of these inoffensive machines acts upon his sensitive porcine nerves like the presence of water to a rabid dog.

THE presence of the sun-browned faces of the club men has within the past two weeks grown to such a number that the clubs have taken up their wonted appearance of life, and the Park and roads by their throngs of wheelmen clearly betoken that the vacation season is past and gone for this year.

WILLIAM G. NEWMAN, who in the elder day of cycling here in New York was widely known as the "Campanini of cycling," has indulged in the connubial conviviality of marriage, and will in the future, I expect, divinely warble the lullaby to a more appropriate, if less numerous, audience than his club mates were wont to be.

CHARLES A. HARRIMAN has the misfortune to be the victim of the first and only serious accident that has yet happened to a cyclist in Central Park, he having been thrown from his wheel there on Friday afternoon, from some unknown cause, and now lays unconscious in the 99th street hospital, threatened with concussion of the brain. Harriman, who was formerly from Boston, is a reckless and somewhat unfortunate rider, and the consequent victim of several like accidents in the past.

THOMAS STEVENS seems to have taken the hint of my friend the "Owl" in regards to his faulty delivery, and is fitting himself for the lecture platform by elocutionary training by an experienced teacher. While Stevens found fault with the "Owl's" well meant criticism last fall, this move of his proves that he has recognized the truth of it. When Stevens' delivery has undergone a thorough course of training there will be no more entertaining lecturer upon the American platform than this bold circumcycler of the globe.

THE first bona-fide attempt at turning cycling into part of a political machine, made its appearance here in the form of a letter from Mr. Edward J. Shriver addressed to every wheelman in the city, and for all I know to the contrary, to every one in America, soliciting the wheelmen's vote for the cause of Henry George and the labor party. The reason he asked this was, he states in his letter of appeal, because Mr. George had indorsed our petition to Gov. Hill in the Liberty Bill fight, and he further promises for the labor party the support of any plan tending towards the employment of convict labor upon the construction and maintenance of a superior system of roads throughout the State. This entry of politics into wheeling is, however, not relished by the majority of those I have interviewed on the subject.

NOTES FROM

MEMPHIS, TENN.

I SEND you herewith copy of the results of our race meeting held here last Tuesday. [This will be found in another column.—ED.] We had a great day, and we hope cycling will get a boom in consequence. The public interest seemed to be more than last year, and we had quite a good crowd. No such a crowd as the writer has seen at Springfield or Hartford, but for sleepy old Memphis it was quite an encouraging showing. After the races all hands started townwards, the wheelmen hungry in anticipation of the swell spread which had been ordered to be served at the Turf Exchange.

SOME fifty wheelmen were present at the ceremony of the presentation of the prizes, W. L. Surprise officiating as presenter. Slusser took the lion's share, having won no less than four first prizes; the L. A. W. 5-mile championship medal being particularly fine. In fact all the prizes were very handsome as well as useful.

AFTER this interesting ceremony had been disposed of Mr. Surprise announced the fact that the banquet was just dying to be eaten, and he hoped that all the men were ready to fall to. The *menu* was excellent, and the speaking was good. At the bottom of the bill of fare the following announcement appeared: "All guests will be 'bar'd who do not bring their own forks (front) and saddles to sit on."

ABOUT the most contented man in Memphis last Tuesday was young Robert Slusser. He won his races like a veteran, and the writer would much like to see him on some of the fine Northern tracks.

THE Cambridgeport (Mass.) Club took formal possession of their club rooms last Tuesday evening.

RECORD OF
THE WEEK.

IN one of the amateur events at Attleboro' the other day the starters all started off so slow that the wheels barely revolved. A well-known pro. stood by and as he witnessed these tactics he sarcastically remarked: "Look at them; those are amateurs, *pure* amateurs, those are," and then turning away with a sneer of contempt that was not without cause. "Time limit," gentlemen, will put a quietus on these tactics.

MUNGER felt highly elated at the success of his first appearance as a professional at the Attleboro' meet last Friday.

"Sr. GEORGE and the Liberty Bill" is the political slogan of New York wheelmen, as E. J. Shriver would have it.

THE *Wheel* has gone over to the Henry George party and prates solemnly on the "system of taxation" and the "equalization of capital and labor." Ye gods! what next?

THE New York Bicycle Club has subscribed \$100 towards defraying the expenses incurred in putting the Liberty Bill through. There are now nearly \$300 subscribed.

WE shall be very curious to know how Mr. Shriver's circular to wheelmen will be received. As an index to the political temper and character of New York cyclists, it will be of immense interest.

Two Cleveland men have been touring through Canada to Owen's Sound. They passed over some of the worst roads in America, but they had lots of sport, and some magnificent trout fishing on the Rocky Saugeen.

THE *Bulletin* is right and moderate when it says in regard to road racing: " * * * the law provides a remedy and can be trusted to correct the thing *when it becomes an abuse*." Our italics and these words contain our ideas to a dot.

It is now quite a long time since the Boston Club have had an "official" run out to Cobb's at Sharon, so next Saturday (to-morrow) will make one of its old time runs. The usual accompaniment of cider and apples will be provided.

OUT West they are raking up that old pool selling story told last spring in relation to the Clarkesville race. Rogers, it will be remembered, denied the soft impeachment, but now it is said the *Record* people are about to open the campaign again.

THE confirmation of the appointment of Jas. O. Wells is one of the matters of interest to come before the Board of Officers at its next meeting. It is said that some of the old dirty linen will be washed again and the Aaron-Wells matter rehearsed.

LACY HILLIER criticises Karl Kron because of his intense egotism. What is that saying about the pot and kettle calling each other names? and also the proverb about the action of those whose residence happens to be in houses, the component parts of which are largely of glass?

SOME of the English press are denying the fact that the rear driving safety has got such a hold on the popular fancy. We notice that the chief and only fault (?) is in the fact that they are "squat and hideous, though speedy and safe." Yes, 'tis a fact, rather "speedy;" a glance at some of the best road records will prove that.

THE employees of the Pope Mfg. Co. in Boston are about to form a minstrel troupe. Among them are said to be a good deal of "talent." We hope to see the scheme put through and if Kennedy Child wields the ivories and Brother Fowler bangs the tambo they can count on us for a couple of seats in the baldheaded-man's row.

FROM Oct. 6th to the 9th, inclusive, the North Shore will be enlivened by the usual annual tour of the ladies. The distances to be run are purposely small so that even the weakest of the party may be able to enjoy to the fullest extent the trip a-wheel. W. W. Stall, 509 Tremont street, is roadmaster, and all interested should address him.

A BARONET of cantankerous disposition has been lately arrested in England for sidewalk riding. He was fined just the same as though he had been a hod-carrier, but his mad was up, and he declares he will do it again. If he does the A. C. U. propose to make an example of him as being a danger to the best interests of cycling.

HEAVEN forbid that cycling interests should join forces with men of the Henry George stamp. Mr. George, it seems, interested himself in the success of the Liberty Bill, and for this we are truly thankful and grateful to the agitator. But that wheelmen as a body must in consequence go for Henry we most respectfully deny. We are astonished at the proposition, but our astonishment intensifies when we hear of one of New York's most prominent and level-head-

ed wheelmen sending out circulars urging on cyclists, through the State, the propriety of supporting Mr. George's peculiar party. If the wheelmen of New York, as a body, desire to enter into active political life, we hope for the name of the sport that a better leader than Mr. George, with his crack-brain theories, will be selected.

THROUGH stupidity the Austrian Postal Department have abandoned the tricycle as a means of delivering mail. The first machines were so heavy and clumsy that it would take a mule to propel them; the next that were made were so light that they broke all to pieces. Evidently the Austrians do not know the meaning of a happy medium.

THE Boston Club trip up the Charles river last week was a large round elegant success. The day was perfect, and roads to Waltham were in fine condition. Steward Nottingham had prepared a fine lunch and the men's appetites were equal to the occasion. The participants, and those unlucky ones who did not attend, want Capt. Whitney to "promulgate" another picnic at the same place.

THE Philadelphia *Item* seems to be mixed because we assert that Howell is not coming and the *Wheel* says he is. The *Item* man asks, "Which is correct, Boston or New York?" We would answer, pin your faith to *our* statements. We have never wavered in our assurance that he was *not* coming since our English correspondent gave us the point, and you will observe that he will not.

THE next fracas which will upheave the present quietude of the League is the road racing question. We have expressed our opinion long ago on this important matter, and while we differ as to the advisability of anticipating trouble, we frankly confess that we can see the time may come when official authority may interpose and call a halt. Road racing is at present so little indulged in that the chances of its becoming a public nuisance are at present very remote.

"SENATOR" MORGAN has got himself into such a serious scrape that we fear complications of a grave nature may arise in consequence between the governments of Great Britain and the United States. It seems that Mr. Morgan named all the leading cycling editors of England, as he looked at it, and he failed to get that of E. R. S—p—n among the top notch quill steers. This *is* awful. In the meantime Morgan has gone to Wales to wait until the clouds roll by.

THE long distance straight away record was captured by Messrs. W. Davis and F. Riggs of Chicago. The particulars are as follows: Left the club house at 3.10 A. M., made the circuit of Elgin, Geneva, Aurora, Plainfield, Joliet, Blue Island, Pullman, back to the club house, and then around Garfield Park. The distance made was 156 miles; entire time on the road 19 hours 40 minutes, and actual riding time, 14 hours 48 minutes. From Chicago to Elgin very heavy roads were encountered, and from Pullman it was ridden in the dark.

THE Boston Club men enjoyed one of their most successful picnic runs on last Sunday, wheeling in goodly numbers to Waltham; the White Swan bore the party up the Charles to Lilly Point Grove. Some sons of Italy with their violins and harp furnished sweet music for the picnickers as well as delighted the fair occupants of the flotilla of canoes following in the wake of the Swan. About thirty men were in attendance, and Messrs. Emery and Glines of the Dochester Club and Capt. Maxwell of the Somervilles were welcomed as guests.

AN English "exchange" (that's the way this paper always quotes us) says: "It was a very amusing sight last Saturday night, or rather Sunday morning, to see and hear G. P. Mills discussing the odd quarter miles which he had covered in his day's journey with Captain A. J. Hills. Anyone would have imagined he had just returned from a run of twenty-four minutes instead of one of twenty-four hours, and that he had beaten record by feet or yards instead of by miles. Men tried to trace the signs of fatigue in his countenance, but they failed miserably, especially when he commenced chasing a youth all over the house in his joy at having done something big. Oh! for such a frame! (The writer is groaning with fatigue on his return from a ten miles run.)"

WE had some idea of having our men pass through the neighborhood of the place where the paper is published which produced the following startling item: "The good people in the vicinity of M— are all torn up over a wonderful snake that was killed there the other day. It was of a bright red color, about four feet long, with a head unproportionally large, and made a terrible fight before it was dispatched. While it was writhing in death what appeared to be white spots were noticed on the reptile's side, and on closer examination the spectators were astonished to find they were letters. The snake was stretched out straight and then could be plainly read the words, "No rain until 1888," and as the snake died the letters

gradually faded away. This is as it was told to us, and our readers can believe it or not, as they like." We shall *not* now pass in the vicinity of M—. We are not of a bibulous nature, but we positively refuse to pass through a country where the w—h—y is so palpably bad. We are sorry to disappoint the good folk of M—, but the contestants will have hard enough time without being brought into contact with a community who insist on absorbing such vile liquor.

It would seem from the English press that handicapping in that country has not proved the most unqualified success that we had been led to believe. Abuses have crept in which will be best described by quoting a small portion of an article which appears in the last *Cyclist*: "There have, on several occasions this season, been reports in the public press which were wholly misleading as far as the quality of the handicapping was concerned; bad finishes were described as "close," and yards shrunk into "feet," or even "inches," simply because the allotment of starts was also the reporter of the race. Under such conditions, it is impossible to arrive at a fair and unbiased estimate of a handicapper's powers.

OUR blood does not often boil, but it simmered just a little bit last Sunday when we were taking an airing on a horse-car out Meeting-house Hill way. The calorific was furnished by a youth who rode an antiquated wheel, and in the space of some fifty yards nearly ran over six separate and distinct human beings ranging in age from six to sixty years. The way in which this delectable rough proceeded showed that he intentionally desired to scare and annoy the pedestrians. Our heartfelt prayer went forth that he might take a tumble and bump his bullet head. In this case the saying that "the prayers of the wicked avail nothing," proved good, though at one time he did waver a bit. The muttered growls of wrath and indignation that followed the sweet kid's course made us feel angry and disgusted enough.

THE West Philadelphia Amateur Athletic Association will hold their fall meeting on the grounds of the association, Belmont and Elm avenues, to-morrow (Saturday). Quite a varied programme will be gone through, and among the events will be the championship races of the different city clubs, and also an inter-club race between the representative fast men of the various wheel organizations of the city. The programme will be: One mile bicycle; one-half-mile bicycle for boys under sixteen; one-mile bicycle, open; two-mile bicycle lap race; one-half-mile bicycle, open; running high jump; one-mile walk; one mile run, handicap; one hundred yards dash; foot race; putting the shot; sixty-yards bicycle slow race; shooting contest; one-half-mile bicycle, without hands; consolation race.

THE two crack riders of the Star wheel club, Ruck and Scott, succeeded in knocking quite a piece off the Elyria, Ohio, record yesterday, riding from the square in Cleveland to that place in 2 hours and 9 minutes against a strong head wind which added several minutes to the time. The run was made for a medal offered by the club for the member making the best time between the two points. The start was made from the square at 8.05 A. M. Silverthorne's was reached at 8.44, Dover at 9.09, Ridgeville at 9.48, and Elyria at 10.14 A. M. Timers were placed at all the places mentioned, and every precaution was taken to secure the best time. The best previous record of which anything is known is 2 hours and 19 minutes, made a few days ago by two of the Cleveland Club men on safeties.

ACCORDING to the *Item* man they have a real sociable way of riding, down in "Jarsey;" hear what he says: "Here is the way that Camden wheelmen ride: You see a party of them on the Rancocus pike *en route* to Mt. Holly, going up a young hill. Jankey thinks that his reputation as a fast rider should carry him to the top first, so he puts on steam and rushes to the front. Crossley thinks that Jankey's Star has been in the ascendant long enough, so he dogs his little wheel prepared to down him on the first opportunity. Jankey gets downed, but not by Crossley, and Crossley gets downed, and a whole lot of others get downed, and by Jankey, too, only after a peculiar fashion. Pushing for all he is worth Jankey slips, wavers, and goes over the handles; Crossley is right on top of him, and immediately gets on top of him more than ever, and then three or four affectionate cyclers form a Rameses I. pyramid on top of Crossley. This is how Camden wheelmen ride."

SLOPER was a little dried up specimen of humanity; he rode a 46-inch machine, was cross-eyed, knock-kneed, and had fiery red hair. He had just joined the Wyandotte Wobblers, the majority of the members being mashers from "way back," and they rather guyed Sloper. Six old members and Sloper were out riding the other day, and as they passed a cosy cottage an exceedingly pretty woman standing in the door turned a handkerchief loose. In less than one jiffy six handkerchiefs were wildly waving in the breeze.

"By Jove, she's a honey cooler; she meant that for me," said the six mashers in chorus, and they continued to wave and grin like a troop of monkeys until a turn in the road shut out the fair vision. In the meantime Sloper held his peace until the six men had made asses of themselves sufficiently, and then spoke the "Ugly Duck:" "She waved to me!"

Such a yell of derision and such howls of chaff, during which the little man on the 46-inch calmly pedalled along, and when the hurricane of merriment ceased he quietly continued:

"Yet it was meant for me; that was my wife."

And where riotous mirth prevailed a moment ago a dead silence was heard to fall.

MR. ALEXANDER R. SCHAPP, representative of the Pope Mfg. Co. in Richmond, Va., does not take a very cheerful view of the prospects for cycling in the Sunny South. He ascribes the lack of interest to two important factors, bad roads and the natural desire of men born in a warm climate to take things easy. Certainly we can appreciate the importance and might of these reasons as we have personal acquaintance with Southern roads, climate and natural dislike to any athletic exercise. Of course there are exceptions, but as a people the Southerners do not care for vigorous out-door exercise. Mr. Schapp speaks of the many shifts resorted to by him to discourage the "Colored Gents" from taking to cycling as a pastime. "Let the negroes take to the wheel," said Mr. S., "and that will kill the sport for white men in the South." The negro element is the "undesireable" element in the South just as the "Arry" element of England and the Northern and Eastern states is distasteful to us who have to endure it. In the early days of cycling the sport was one exclusively of respectable men, but now in the North and East there is an element of hoodlumdom and ruffianism that gives to cycling a coloring not to its credit. The introduction of cheap machines and the ability to get a good second-hand cycle at small cost is largely responsible for this. We do not mean that poverty and ruffianism are synonymous; far from that. There are thousands of young fellows whose pocket-books are not long who are just as decent and gentlemanly as the best of us, and whose footsteps the writer could not do better than follow; but the rowdy element in cycling is largely recruited from those who buy and hire second-hand and cheap machines.

"FIE," said the Rev. Mr. Nubbins, as he came out of his garden gate just in time to hear some decidedly strong language issuing from the mouth of a demoralized looking cyclist, who was sitting on the ground ruefully trying to stanch the blood flowing from his nose, and at the same time allay the pain in a bruised shin by gentle rubbing. "Fie, my dear sir," said the Rev. N., "I beg you will modify your language; it is not seemly."

"But," returned the bemaused cyclist, "the blooming, blankety, blank pig ran right slap under my wheel and I was a-whooping her up legs over at the time."

"Ah," said the Rev. Nubbins, "did the swine root peacefully into the turf until you got nearly a-breast of him."

"Yes."

"And then did porcus dash out in the road just ahead of you and make you hair stand on end?"

"Yes."

"Then did the perverse brute rush fencewards with squeal and make believe he was going to give you the road free?"

"Yes."

"With devilish design did this live pork then scamper back into the road stopping dead still within ten feet of your flying wheel, and then ————!!!"

"Yes, then!! you see the thenness of the thus, my dear sir," said the wheelman. "Can I not continue to elaborate my vocabulary with a little more swear?"

The Rev. Mr. Nubbins' eye grew soft, his voiced changed in tone from that of reproof to one of commiseration and pity as he answered, "Just a little, my friend, just a little, but after I go back into the house, if you feel it would do you any good. I ride a bicycle myself and that pig served me the same way once; yes, you can swear just a little, my poor boy;" and the reverend gentleman stole quietly away, leaving the prone cyclist enveloped in a halo of blue smoke having the odor of brimstone.

SEE here; are the fine English roads a myth, or is this a case of indigestion? Thus D. B. C. writes and wails to an exchange. * * * I can put up with rough roads mounted on my "Whippet," but I can't plough through four inches of gravelly sand and dust. When I learnt to cycle I was taught to ride, but not to plough—that requires a proper implement and a horse to drag it. * * * I have been abroad in hot climates where no rain fell for five and six months as a regular thing, but I never saw the roads there give themselves over to ruin in consequence, had they done so the winter rains would have washed them clean away. The trunk roads in India, I am told, are splendid, hard and smooth. Why cannot we

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have good roads all over England? There is the best material in abundance, and every means of transporting it. A road solidly and well made of granite, or hard limestone, lasts for years with very little repair. It is the good material that makes the roads in the Channel Islands so hard and firm. I feel sure they have not broken all to pieces this summer, whilst English roads are in places as hopelessly broken as Humpty-dumpty after he fell. Cycling is I believe—at least, for trading purposes—almost in its infancy, but if it is to develop as it ought, there will have to be road reform. The present state of affairs may be very satisfactory from a cyclemaker's point of view as helping to wear out machines. Everybody's business is nobody's. That seems to be the state of affairs in regard to roads. * * * All that is needed is a responsible authority in each county, with road surveyor and engineer and a few steam rollers. The engineer should be held responsible for the material. Just now, half a mile off, are divers large heaps of shingle and flint to mend the road with, which will never bind, but on the least provocation join Humpty-dumpty and go to pieces. Then these flints, etc., will be pitched down anyhow and left to chance to be beaten down by horses and carts. What a pity the authorities cannot be prosecuted for cruelty to animals, or made to walk over them barefooted. I would go a long way to see the latter fun. * * * A baronet was lately fined for riding on a footpath, and small blame to him if the road was like some I have seen.

MEMPHIS, TENN.

TENNESSEE DIVISION L. A. W. MEET.

TUESDAY, Sept. 13th, was a great day in Memphis. The occasion was the second annual race meet of the Division, and it brought together a goodly number of wheelmen from all parts of the State. W. L. Surprise officiated as starter, and soon after the advertised time of starting his pistol gave the signal and away went three men in Race No. 1, which was the half-mile novice race, resulting as follows: 1, Ferd Trepp; 2, D. Williams. Time, 1.38.

One-mile open—1, R. Slusser; 2, C. Maydwell. Time, 3.30.

Half-mile open—1, R. Slusser; 2, E. H. Wilcox. A very close and pretty finish. Time, 1.32.

One-mile open—1, D. Williams; 2, F. Trepp. Time, 3.50 1-2.

One-mile League State Championship—1, E. H. Wilcox; 2, C. Maydwell. Time (not reported).

Two-mile lap—1, R. Slusser; 2, D. Williams. Slusser took every lap, Williams not being able to come nearer than 30 feet at any time. No time taken.

Fifth-mile boy's race—1, J. Spreckemagle; 2, J. Wright. Time, 59 sec.

One-mile handicap—1, E. H. Wilcox (scratch); 2, C. Maydwell. Time, 3.27.

Five-mile L. A. W. Championship—1, R. Slusser; 2, C. Maydwell. Time, 19.41 1-2.

EAST HARTFORD (CT.) WHEEL CLUB RACES.

ELEVEN well contested races on a fair track, witnessed by a good crowd. The events of the day were the one-mile open, in which Arnold, Harradan, and Harding rode to a splendid finish. The other was the three-mile open, in which Harradan rode second to W. Harding, notwithstanding the plucky little Springfielder had endured a terrible header only a short time before, causing him to lay for sometime quite unconscious. The race in which the accident occurred was the one-mile lap: Haradan took a header in which he turned a double somersault, and, in a twinkling, Williams and Dresser, with their machines, were in a heap with him. Arnold kept on and won the race, and Dresser, hauling himself out of the wreck, mounted, and secured the second prize. Haradan was unconscious, but recovered shortly, and has only severe bruises of the shoulder and hip. Williams managed to mount his wheel and finish third. Below we give the summary:

The one-mile open—H. B. Arnold, New Britain, first; William Haradan, Springfield, second; William Harding, Hartford, third. Time 3m. 5s.

One-mile lap—H. B. Arnold, New Britain, first; George C. Dresser, Hartford, second; D. P. Williams, Hartford, third. No time taken, owing to accident.

Half-mile handicap, open—F. E. King, Hartford, first (55 yards). Time, 1m. 25s.

One-mile, novice—F. E. King, Hartford, first; time, 3m. 23 1-5s.

Three-mile 10 minute class—L. Foster, Hartford, first; E. B. Smith, Springfield, second; H. C. Wakefield, Springfield, third. Time—9m. 54s.

One-mile, East Hartford, 3.20 class—Charles Snow, Hartford, first. Time—3m. 29s.

Two-mile handicap—E. B. Smith, Springfield, first; William Hara-

dan, Springfield, second; Ludwig Foster, Hartford, third. Time, 6m. 4 1-2s.

One-mile, 3.20 class—F. S. King, Hartford, first. Time, 3m. 16 1-5s.

One-mile handicap—E. N. Way (125 yards) first, G. J. Whitehead second, W. H. Rhodes third, all of Hartford. Time, 2m. 57s.

Three-mile open—William Harding, Hartford, first; William Haradan, Springfield, second; Ludwig Foster, Hartford, third. Time, 9m. 51s.

RACES AT ATTLEBORO'.

THE usual yearly race meet was held under the auspices of the Columbia Bicycle Club last Friday, Sept. 16. There were ten events. About 2000 people passed the stiles, and though the weather was fine the track was anything but good or safe. Soft spots made headers possible, and consequently the time was slow, and the men cautious. The surprise of the day was the victory of Munger of the "Champion" team over Rowe, Crocker and Hollingsworth of the Columbia team. This is the first time in a long while that Munger has appeared East, and his performance on this occasion was deserving of great credit. Below we give the summary:—

One-mile novice. Prizes—1st, gold medal; 2d, silver medal. J. E. Doran, No. Attleboro', 1.

One-half-mile open. Prizes—1st, stop watch; 2d, bicycle shoes. P. J. Berlo, Boston, 1; D. E. Hunter, Lynn, 2; J. F. Midgley, 3. Time, 1.33 1-4.

Two-mile handicap. Prizes—1st, gold medal; 2d, gold head cane; 3d, gent's vest chain. H. L. Caldwell, Cambridgeport (140 yards), 1; P. J. Berlo, So. Boston (120 yards), 2; J. F. Midgley, Worcester (140 yards), 3. Time, 6.28 1-2.

One-mile club handicap. Prizes—1st, gold medal; 2d, silver medal. F. B. Brigham (scratch), 1; J. E. Doran (75 yards), 2; J. E. Tweedy (60 yards), 3. Time, 3.20.

One-mile, boys under 16, handicap. Prizes—1st, gold medal; 2d, silver medal. A. W. Porter, Newton (scratch), 1; C. G. King, No. Attleboro' (10 yards), 2; W. A. Richardson, Reading (25 yards), 3. Time, 3.21 1-4.

One-mile professional handicap. Prizes—1st, \$100; 2d, \$50; 3d, \$25. L. D. Munger, Detroit, Mich. (110 yards), 1; H. S. Crocker, Boston (40 yards), 2; W. A. Rowe, Lynn (scratch), 3. Time, 3.03.

One-mile-half handicap. Prizes—1st, opera glasses; 2d, gold stud, diamond setting. P. J. Berlo, So. Boston (30 yards), 1; D. Edgar Hunter, Lynn (20 yards), 2; J. Fred Midgley, Worcester (35 yards), 3; F. B. Brigham, No. Attleboro' (45 yards), 4. Time, 1.25 1-4.

One-mile, 3.10 class. Prizes—1st, gent's travelling bag; 2d, gold ring; 3d, pair buttons. J. F. Midgley, Worcester, Mass., 1; H. L. Caldwell, Cambridgeport, Mass., 2; J. E. Tweedy, No. Attleboro', Mass., 3. Time, 3.25.

One-quarter-mile open. Prizes—1st, silk umbrella, silver handle; 2d, gent's scarf pin. P. J. Berlo, Boston, 1; Chas. E. Whitten, Lynn, 2.

One-mile handicap. Prizes—1st, gent's shaving set; 2d, toilet set; 3d, pair riding tights. P. J. Berlo, So. Boston (50 yards), 1; F. B. Brigham, No. Attleboro' (90 yards), 2; J. E. Tweedy (120 yards), 3; J. F. Midgley, Worcester (60 yards), 4. Time, 3.10 1-4.

One-mile club team (2 men each team). Prize—set of club colors. Lynn Cycle Club, Lynn, Mass., 1; Columbia Bicycle Club, North Attleboro', Mass., 2.

FAST WORK AT ROSEVILLE.

THE fourth annual race meet of the Orange Wanderers, run on the Roseville track last Saturday, added another to the long list of successes scored by this enterprising organization. Weather and all the accessories were everything that could be desired, and nearly 1000 people were within the enclosure to witness as fine racing as could be provided. The audience was enthusiastic enough to suit the most exacting rider. The 2.45 limit evoked unbounded applause and caused even the usually stolid Crist to blush. There was a little too much delay between events, and the handicapping in some of the races a little too hard for the scratch men, otherwise the races were well managed. Promptly at 3.30 the bell rang out the starters for the

ONE-MILE NOVICE,

which was run in two heats and a final. In the first heat were T. W. Willson, Brooklyn, W. L. Mead, Brooklyn, E. P. Baggott, Jersey City, C. E. Van Vleck, Montclair, H. W. Fidler, Dennisville. The heat went to Baggott in 3.08 4-5, by five yards from Willson; Mead a good third.

Second heat—A. Doetschman, H. Samson, Nyack, J. T. Hall (col.), Orange, F. D. Heyinger, Plainfield, W. D. Andrews, Jr., East Orange. A fine brush took place at the finish between Hall

and Samson which the latter decided by crossing the tape two feet ahead of his dusky antagonist, in 3.11 2-5; Doetschman, a bad third.

Final heat—First and second in above to ride. The race was a good one and no favors, the fight on the last 300 yards being a pretty sight, Baggott beating Hall in by less than two yards; Samson, third. Time, 2.59 2-5.

ONE-MILE, TANDEM TRICYCLE, ELIZABETH WHEELMEN.

W. H. Caldwell and A. C. Jenkins beat J. C. Wetmore and W. W. Chester by 20 yards on the last quarter-lap in 3.30 3-5.

HALF-MILE HANDICAP.

W. E. Crist (scratch), H. J. Hall, Jr. (40), C. A. Stenken (25), E. I. Halstead (50), W. E. Young (75), T. L. Willson (75), E. C. Parker (50), C. E. Van Vleck (150), J. T. Hall (125), E. P. Baggott (50) were the starters. Five yards from the tape Crist, Harry Hall, Stenken and Baggott were fighting for the finish and a blanket would have covered the four, when suddenly Van Vleck put on a head of steam, coming in two yards ahead of Baggott, in 1.12 3-5; Stenken, third; Crist, fourth.

TWO-MILE, 5.50 LIMIT.

Crist, Harry Hall, H. L. Burdick, T. W. Roberts were the starters, and the first mile, which went to the Washington boy, in 3.05 4-5, was a decided loaf. On the fourth lap, however, Crist began to chew gum faster and as a matter of course the pace increased. Harry Hall and "Washington" had it nip and tuck round the oval with the pace becoming warmer right along. When but twenty-five yards remained to be ridden Hall, Crist and Burdick were prettily bunched, and coming along at a 2.35 clip, but just before reaching the tape Burdick dropped his head a trifle lower and caught the tape by not more than a foot ahead of Crist; Hall dangerously close third; Roberts a few yards behind. As the time was 5.52 1-5 the judges decided no race. The last mile was run in 2.46 2-5, and as Burdick was third by at least six yards at the beginning of it his mile was a good one.

ORANGE WANDERERS' HANDICAP.

First, W. S. Booth (100), 3.05 1-5; second, H. W. Smith (100), by 40 yards; third, C. S. French (scratch), by 60 yards.

ONE-MILE, 2.45 LIMIT.

This was the race of the day, as it was announced that Crist, who was riding splendidly, would attempt to make a new amateur record. Crist, Stenken, Halstead and Roberts were on the mark, and at the flash the Washington boy lost a few strokes waiting for "Star Charley" to take the lead. The pace was soon made good and hot, however, and they came around the first lap with a fair show for cutting the notch; on this lap Stenken was ahead by little more than a wheel, but soon after Crist spurred ahead of him and was then without any pacing until near the end of the second lap, where Harry Hall was waiting to take him on, and starting in a few yards ahead he soon set him a rattling pace, which he maintained to the tape, Crist crossing in 2.38 1-5; Stenken's time being 2.41. Crist's time by quarters was 0.40 4-5, 1.19 1-5, 2.00 2-5, 2.38 1-5; the last quarter was made in 0.37 4-5. Crist's effort was a noble one, and when the time was announced the spectators were fairly wild with excitement. Although way above the record, he cut the track record (A. B. Rich, 2.40 4-5, Sept. 30, 1886.) so badly it will never recover.

ONE-MILE LAP.

Crist, Harry Hall and Young were the only starters, and the first lap went to Hall, with Crist second. He got the next two laps and the race, however, in 3.01 3-5, scoring 8 points; Hall, second, 7 points; Young, 3 points.

HALF-MILE DASH.

Almost a complete walkover for Stenken, as no one but Young appeared to follow the Hudson County pet around the track. Charley won by about thirty yards in 1.27.

TWO-MILE HANDICAP.

Crist (scratch), Harry Hall (125), Burdick (125), Roberts (225), Parker (250), Hawkins (300), Caldwell (300) started. Harry Hall gave it up for a bad job on the second lap and Crist followed suit on the third. The field had a fairly good race to the finish, which was reached first by Burdick in 5.35 2-5; Roberts, second; Parker, Hawkins and Caldwell following in order.

ONE-MILE TANDEM HANDICAP.

Crist and Hall at scratch, Stenken and Willson (150), Wetmore and Chester (300) were the starters, and it looked for a while as if the latter team would win, but on the last lap Crist and Hall got down to business and caught and passed them, winning by 30 yards in 2.52. Stenken slipped his pedal for want of practice with the

crank motion, and although he made a determined effort to master it, the team was forced to withdraw.

The one-mile consolation was the wind up to as fine a day's racing as was ever seen on the track, and was won by Halstead in 3.11 4-5; Parker second by five yards; W. D. Andrews, Jr., third.

RATCHET.

THE TWENTY-FOUR-HOUR TRICYCLE ROAD RECORD.

THE second annual twenty-four-hour open road race, held by the North Road Cycle Club of London, England, took place Friday, Sept. 2d, over a stretch of road starting from Hatfield to Norwich, and then to Bedford and back, and then to Hitchin. This was an open race and all sorts of machines were ridden. These were as follows: One tandem, four ordinary bikes, twenty safeties, ten single trikes. G. P. Mills rode a tricycle and as usual was hot after a record, which he succeeded in getting by covering a claimed distance of 266 miles. The official card, however, only allows 261 1-4, but Mr. Mills says he can show how he ran the extra 4 3-4 miles. In the "narrow gauge" type of machine, Tinsley Waterhouse, on a safety machine, did a distance of 270 1-2 miles, an excellent performance, considering he was new to the safety machine. This same G. P. Mills holds the bicycle twenty-four hour record, 295 miles, also made on a safety.

R. I. DIV. L. A. W. RACE.

NARRAGANSETT PARK, Cranston, R. I., was the scene of some excellent racing last Tuesday. As this meet was one of the features of the State Fair, the grounds were well filled with an enthusiastic crowd, which seemed to take to cycle racing with a good deal of gusto. We have the Associated Press report, which is not quite complete in detail. Our expected report did not come to hand in time for publication this week, so we present the telegraphic report. Track fine and racing good.

Professional quarter-mile dash, three heats—William A. Rowe of Lynn, S. G. Whittaker of Chicago, and S. P. Hollingsworth of Indianapolis started, and Rowe won the first two heats; Whittaker second. Time, 36s.

Mile professional—Rowe won; Whittaker, second; Hollingsworth, third. Time, 2.52.

Three-mile lap race—Rowe took all the three laps; Whittaker took second money, and McCurdy and Hollingsworth divided third money. Time, 11m. 4 3-4s.

The amateur races proved of interest. F. A. Bliss of Warren won the division championship. Time, 3m. 18s. Thomas Lakey of Providence took the Star race. H. L. Caldwell of Cambridgeport won the two-mile open. Time, 7.41 1-4. P. J. Berlo of Boston won the mile open. Time, 3m. 25s. The best amateur time was 3m. 12s., made by G. P. Hutchins of Providence, who won the novice race.

NEW ORLEANS MEET.

WELL, another feather has been added to the crown of wheeldom, this time by the meet of the La. Div. L. A. W. Audubon Park (the site of the old exposition) was the place selected for the affair; a force of laborers was set to work harrowing, ploughing and scraping the half-mile track for three days, and the two subsequent days and those preceding the date fixed for the races were used up in rolling the track with a ten ton steam roller, generously lent by the Barbar Asphalt Paving Company. Notwithstanding all this work and preparation, the track could only be classed middling, as the prints of horses' hoofs were very perceptible to the riders, and particularly those who rode without springs on their machines. Considering the great disadvantage in a poor track the times recorded are certainly very creditable. As for the attendance—well, barring Springfield, there never was a larger nor more select crowd ever assembled to witness bicycle races in the United States, and it was without a doubt the grandest ever given in the South, fully four thousand people being in attendance, and the majority, and even three-fourths, being ladies, and the best part of New Orleans society was represented. There is no doubt but that the success of this meet is largely due to the splendid management of Chief Consul Hodgson.

The first race was for boys under 18, one-half-mile—Entries, Dupre, Hathorn, Abbott, J. W., and Graham. Abbott and Hathorn alternately in the lead, and after a considerable struggle and a good spurt, Hathorn won in 1.40 2-5.

Louisiana Cycle Club Championship, one-mile—Entries, R. G. Betts, Capt., W. H. Renaud, Jr., E. A. Jonas, A. A. Ruhlman, W. E. Hobson, E. M. Graham and L. Lazarus. Graham and Lazarus withdrew. After a good start, Betts took the lead and held it to the finish, beating Hobson by six lengths. Renaud, Ruhlman, Jonas,

in order named. Time, 3.40 1-5.

New Orleans Bicycle Club Championship, one-mile—This was one of the races of the day and caused considerable excitement when announced. A. M. Hill, C. B. Guillothe and B. C. Rea were the starters. When the stretch was reached for the final tug, the sight afforded one of the prettiest finishes ever seen on any track. A neck and neck spurt between Hill and Guillothe, with Rea a good third. Guillothe by a hard pull won by half a length; Hill, second; Rea, last. Time, 3.11 4-5.

Half-mile dash—Guedry took the lead at the start, Hughes giving up the race at the first 1-8th pole, and Guedry, with a good burst of speed, won in 1.33 4-5.

Slow race, 100-yards—Entries, Jonas, Hobson and Miller. A very well contested race, all doing good work; Hobson losing his chance when twelve feet behind the leaders and about twenty-five from the scratch, making a stand, and then dismounting. Jonas won. Time, 3.05.

Louisiana Division Championship, one mile—The principal event of the day, and the prize was an exquisite gold medal, donated by Messrs. Gormully & Jeffery, through Col. E. C. Fenner. It is wrought in the shape of a Maltese cross, surrounded by a half-wreath of laurel leaves, and in the centre is a cyclist in full racing costume, mounted on a wheel. The cross is suspended from a bar upon which is engraved, "State Champion." Guillothe, Hill, Alford and Rea were the starters. The send off was an even one, with Alford in the lead. At the entrance to the home run all men were level. Here Hill put on a wonderful spurt, and won by a length and a half; Guillothe second, Rea third. Time, 3.13.

A. M. Hill, the winner, is the well-known Canal and St. Charles street jeweller. He is an ardent wheelman, and has been riding since 1879. He is one of the leading members of the Young Men's Gymnastic Club, an organization with some seven hundred members, and he is a first-class gymnast and athlete, as well as a bicycle rider. Of late years, since cycling has become so prominent in the South, he has been christened the "pioneer wheelman of the South." His victory was no great surprise, as he is certainly one of the best, if not the best, all round rider here. Congratulations were very modestly received by him, much to his credit, especially in the face of loud and continued applause from the grand stand.

Open handicap, one-mile—Entries, Betts, Abbott, Fairfax, Renaud, Jonas, Guedry, Hobson, Alford, Ruhlman, Dodge and Hill. The handicap being badly arranged, the race was poor, the men finishing almost in every instance in the order of their handicap. Abbott first, Fairfax second, Renaud fourth, Ruhlman fifth. Time, scratch man (Hill), 3.12.

One-half mile run and ride—Entries, Abbott, R. W., and Guillothe. On the first 1-8th run both kept abreast. A simultaneous mount was effected and a neck and neck ride to second 1-8th brought both men together on the run to the third eighth; here they mounted as one and at the finish Guillothe won with an easy spurt in 3.16 1-5.

Consolation race—Entries, Moody, Dodge, Hobson, Alford and Graham. The race was warmly contested and proved a bonanza for the Shreveport man, who won; Hobson, second; Dodge, third; Graham, fourth. Ruhlman took a header, the only one of the day, and Moody withdrew at the quarter pole.

Team lap race, two and one-half miles—Entries, N. O. Bicycle Club: Hill, Hughes, Guillothe, Guedry and Fairfax; La. Cycling Club: Betts, Renaud, Hobson, Moody and Ruhlman. This race turned out to be a walk over for the N. O. B. C., Capt. Betts of the La. Cycling Club being the only one of his side riding through the race. Score: N. O. B. C., 192 points; La. Cycling Club, 81 points.

SENIOR.

THE Lynn Bee thinks Rowe is being too much "managed."

THE friends of Mr. E. A. Patterson have been offering that gentleman congratulations. We add ours. Cause—a daughter.

CHIEF CONSUL BREWSTER, also Captain of the Missouri Club, holds the distance record of that club with a credit of 3000 miles.

DR. EMERY has gone to St. Louis. He will no doubt be the recipient of attentions at the hands of the St. Louis men, as he has done much towards entertaining them when in Boston.

SOME of the joys and sorrows of the party of the Rhode Island wheelmen who spent Labor Day in and about Boston have been cleverly pictured by brush and pencil by Mr. H. L. Spencer, one of that merry party.

WE are glad to notice that the *Spectator* man has found out that the party who behaved badly at the League meet in St. Louis was not of the Boston party, hence not our familiar friend, as originally intimated. The explanation is satisfactory, and Boston's reputation for respectability is unhurt.

RULES GOVERNING CHICAGO TO BOSTON ROAD RACE.

BELOW will be found a list of rules to govern the great road race between the cities of Chicago and Boston:

1. Route of race between Boston and Chicago, or *vice versa*.
2. The best route will be selected and furnished the contestants at least three weeks before the date of the start.
3. The date of the start of the race to be Monday, October 3d, 1887, at 6 A. M.
4. Riding time each day to be limited from 6 A. M. to 9 P. M.
5. Contestants must choose a distinctive color for body and head gear, and must wear the same during the time they are on the road. Selection of colors must be made known at the time of entry.
6. Machine to be ridden must in no wise differ from the ordinary roadster or light roadster of the make selected. Protest can be raised by any contestant if it is proven that the machine differs in any essential from the ordinary stock sold, then the representative of the WORLD shall be at liberty to select any machine from stock of make selected, providing the machine so selected be within one inch of size of machine discarded.
7. No other machine be used or ridden by the contestants during the whole race than the one selected and started with. The representative of the WORLD may, if he sees fit, put a private mark on each and every machine.
8. A complete record of all repairs must be kept when made and furnished to the WORLD on the completion of race.
9. No other vehicle or means of locomotion by the contestants other than the bicycle he started with except, that a contestant can walk with his cycle.
10. The means of checking and points at which checking is done will not be disclosed by the management, but such steps will be taken as to insure the most careful and thorough checking.
11. In case of the violation of any rule by any contestant, such contestant will not be allowed any position in the race, and will forfeit all claims to prize or credit.
12. An entrance fee of fifty dollars for each man entered will be charged, and fee must accompany the entry.
13. The prize to be first a hundred dollar gold medal, and second a handsome gold medal or cup.
14. In case of a claimed violation of any of the above named rules the claim shall be made before a committee composed of a man to act as judge for each principal, and to be named before the 1st of October, a representative from the BICYCLING WORLD and two disinterested parties, to be selected by the joint consent of the principals and the WORLD before the 1st of October. The finding and decision of such committee shall be final.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

WE always had our doubts as to the nationality of Aginton, but we are now satisfied he is an American. When we hear that he puts the figures of attendance at two exhibitions at Melbourne, Australia, at 22,000 and 60,000, we smile complacently and let the darned Britishers climb on to those figures if they can. Another staggerer told by this gentleman is that Maltby can ride a unicycle at the rate of fifteen miles an hour.

THE Buffalo Ramblers are making preparations to give a series of winter entertainments.

FOUR well-known hammock saddles are manufactured by the Gormully & Jeffery Mfg. Co., of Chicago. Send for their catalog if you need anything in this line.—*Advt.*

THE Overman Wheel Co. will probably put a boy's machine on the market next year.

Two hundred and fifty dollars in cash. Three Worcester's and 3 Webster's Dictionaries, worth \$80, and 4 Dictionary Holders, worth \$15.50, given as prizes for best essays answering the question, "Why should I use a Dictionary Holder?" For full particulars, send to La Verne W. Noyes, 99 and 101 W. Monroe street, Chicago, the maker of dictionary holders. Or inquire at your bookstore.—*Advt.*

THE Overman Wheel Co. will branch out next season and manufacture their own wheels. They have recently purchased a fine brick building at Chicopee Falls, having a floor space of 20,000 feet. The many friends of this enterprising concern will congratulate them on this new evidence of thrift and prosperity, and wish them a continuance of their great success.

THE longest line of sundries in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalog.—*Advt.*

THE following tip is taken from the *C. T. C. Gazette*: "To those of your readers who find their saddles uncomfortable, especially for

long rides, let me recommend the following plan, which I have found very successful: Procure from a saddler a square foot of the thickest felt, such as is used for making 'humnahs' for placing under saddles for horses (I would suggest the darkest shade). Place this, just as it is, on the saddle, and secure it by a short strap passing over it, and under or through the saddle springs. I am over 13 stone and 46 years of age, yet rode, a few days ago, with perfect ease and comfort, on a tricycle with my saddle so covered, 64 miles in a day, against a strong wind and under a hot sun. It improves with use."

L. D. MUNGER is the latest addition to the Gormully & Jeffery team. He made himself and his managers happy by handsomely defeating the Columbia team at Attleboro' in a mile handicap race, taking 110 yards from Rowe, and giving Hollingsworth 25 yards.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalog on application.—*Advt.*

BOSTON subscribers to Karl Kron's "X. M. Miles on a Bi." will do well to remember that their copies are at the office of the Pope Mfg. Co., 79 Franklin street, if they have not already gotten them.

HARRY HEDGER has had the patent granted on his adjustable and detachable handle bar and spade handles. The great advantages of a detachable handle bar have long been acknowledged as beyond all doubt. By taking off the check nut you can release the bar. The bar can be placed parallel with the front wheel; it is likewise very useful for storing your machine into a narrow space, and above all if your bar should get broken it can easily be replaced at a small cost.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.—*Advt.*

MR. BUTCHERS' new arrangement of making an oil can do duty as weight in his hub cyclometer is a capital idea and ought to take with riders.

WE append below an exact reproduction, so far as spelling and punctuation, of a letter received by the Pope Mfg. Co. from a thrifty dame:

saturday september 17 1887

I will write you A few lines to let know what I see in the good health of michigan I see the Columbia bicycles and tricycles advertised the test of the roads for ten years by the magority of american riders of the first Class machines prove the columbia bicycles and tricycles superior to all others illustrated catalogue sent free pope meg Co boston new york chicago hartford this is what I see in the good health of michigan seen the illustrated catalogue is sent free I will send for one please send it as soon you can I expect to leave the town of — in A very short time I cannot tell how soon bit just as soon as I can get my garden in and my hens moved I am A going on A farm to raise chickens to sell I think I will like it very well I am quite shure I will like it better there than here if I cannot afford to buy boards to build a fence I will build a stone wall I tell you I would like to have A tricycle to run around with to peddle egg with and make A market for my chicken I think they would be of much use to me to run with I think one would pay for itself in a short time please tell me the price of one I think I can afford to buy one next year if they are not to please send me the illustrated catalogue free and the price from —

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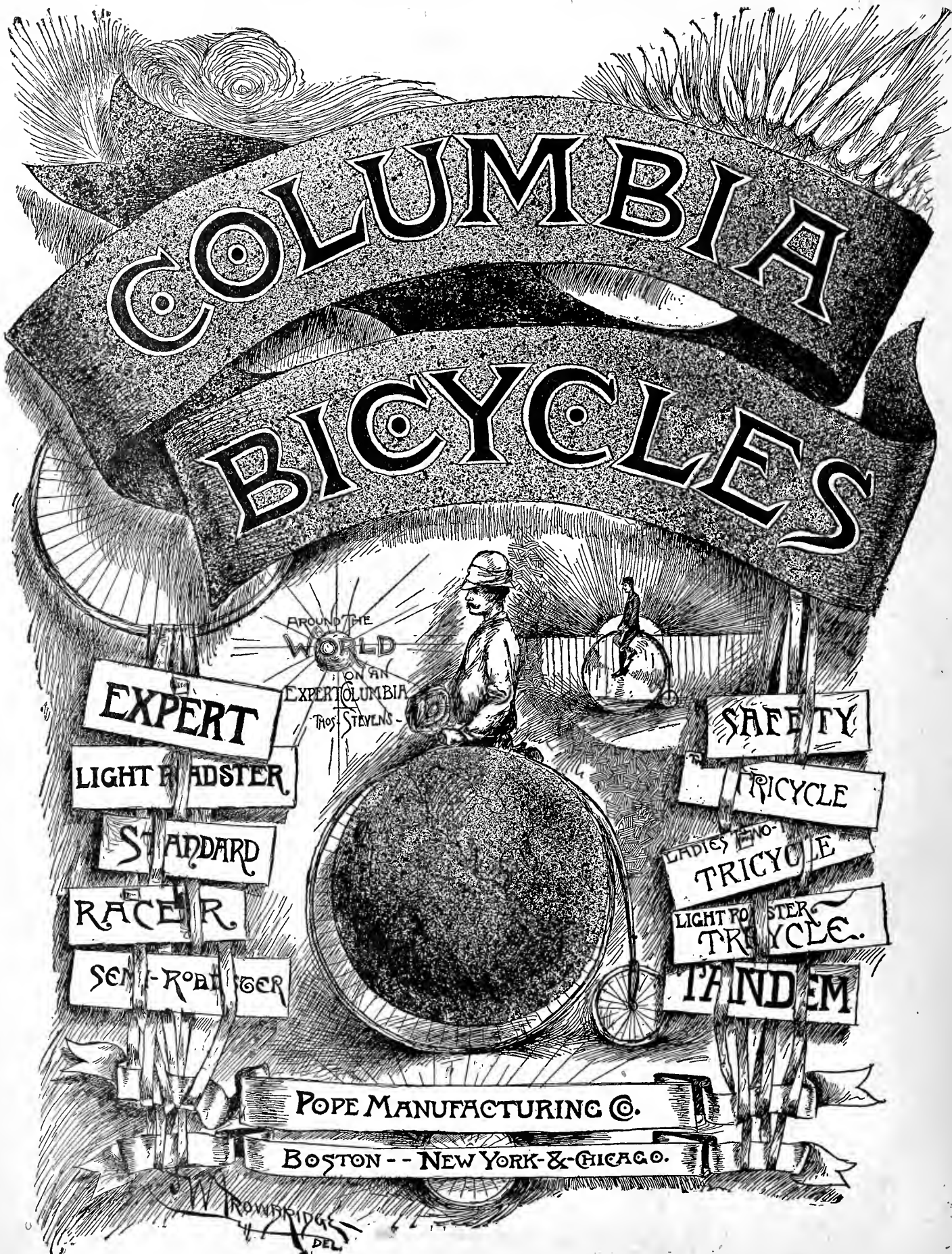
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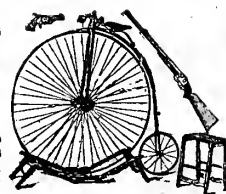
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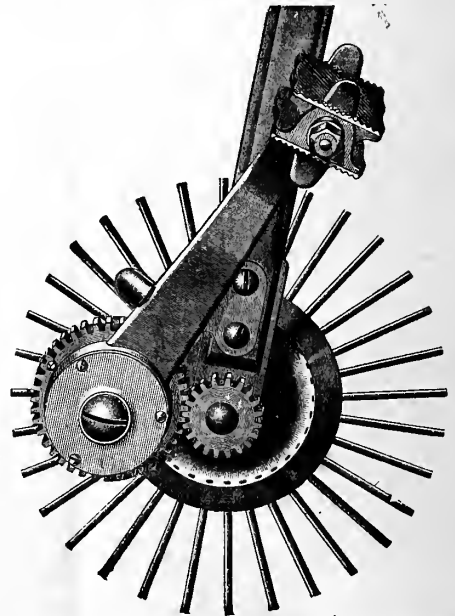
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NASHVILLE, Tenn., July 28, 1887.

MESSRS. WM. READ & SONS, Boston, Mass.

Gentlemen: I mailed you an afternoon paper to-day announcing our return from the Canadian tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by way of Louisville Frankfort, Georgetown, Ky.; Cincinnati, Hamilton, Dayton, Marion, Cleveland, O.; Erie, Pa.; Buffalo, N. Y., to Falls. Entire distance by Butcher Cyclometer 862 1-4 miles. Also rode 183 miles on the New Mail before we started, making 1045. You must know

we had some terribly rough roads on our trip; over one hundred miles rough dirt road in Northern Ohio; rough, old worn out pikes in Kentucky; plank roads, sand roads, tow paths, water-washed side paths, rutty, hard-dried clay roads—in fact every kind of road you could call for.

The New Mail cost me exactly 5 cents for one quart of benzine for cleaning.

We had a little over 12 riding days, making over 70 miles average. Entire time to Falls 19 1-2 days, stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly,

ED. D. FISHER.

WM. READ & SONS,

107 Washington Street,

BOSTON,

- - - -

MASS.



Published Every Friday

— BY —

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BOSTON, MASS., U. S. A.

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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 30 SEPTEMBER, 1887.

THE GREAT ROAD RACE ABANDONED.

AFTER six weeks' hard work it causes us great chagrin to have to announce that our proposed great road race will not be held. We desire to lay before our readers the cause of the sudden relinquishment, for sudden it is, as up to last Wednesday we had every reason to believe that everything was moving smoothly. This is the story: In the first conception of the great undertaking we felt we could not make a success of it without a guarantee of some sort, that entries would be forthcoming. We therefore proceeded to secure the formal consent of the three largest manufacturers in this country (i. e. the Pope Co., the Overman Co., and Gormully & Jeffery Co.) that they would start a team in the race, thus insuring the interest of cyclists all over the country. This formal assurance of support we received from the above-named firms, and later we received the entries of Midgley and Worden, from the Springfield Bicycle Co. Thus a week ago it will be seen that we had reason to feel sure of eight men that would start. On Monday, Sept. 26, we wrote to the Pope Mfg. Co., and to the Overman Wheel Co., asking for entries, and we telegraphed the Gormully & Jeffery Mfg. Co. the same request. The replies we append below. (It will be remembered that at this date we had received the entries of the Springfield Roadster team, Midgley and Worden.)

BOSTON, Mass., Sept. 27, 1887.

Bicycling World Co.: Gentlemen—We regret to say that the men we intended to enter in the 1000-mile race, want more money for riding than we are willing to pay, so that up to this time we have no one engaged, and it is very doubtful if we start any one in the race.

Yours truly,

EDWARD T. POPE, Treas.

BOSTON, Sept. 28th, 1887.

Mr. C. W. Fourdrinier, Boston: Dear Sir—Replying to your favor of the 26th, I beg to say that the Victor Team will not be entered in your proposed 1000-mile race. The fact of your having postponed the date of starting to Oct. 10th has discommoded our plans. Our contract reads, "start Oct. 3rd." You will remember that in the first instance we informed you that we could not start much later than Oct. 1st, owing to other engagements.

Yours very truly,

A. H. OVERMAN, Pres.

CHICAGO, Ill., Sept. 27, 1887.

To Bicycling World, Pearl street, Boston: We will enter Whittaker and Dingley. Will see you this week.

G. & J. MFG. Co.

In regard to the Pope Company's letter: Subsequent personal in-

terview and investigation shows that every effort has been made by this firm to put a team into the race as agreed. Generous offers have been made to several men, but the sums demanded by these men have precluded the possibility of the Columbia people sending a team. With the facts, as we have them, before us, we cannot but endorse the stand taken by the Pope Company in refusing to accede to the demands of the men they hoped to enter.

As to the Overman Wheel Company's reason, we can only say that the agreement the President of that Company refers to, did read that the start was to be made 3 Oct. In our issue of 16 Sept., page 365, we stated that the start might be as late as 10th Oct., and in ours of the 23d, we settled on that date, as we had found it physically impossible to complete the necessary details. This was not a race of a day, but of days, over a country that had to be thoroughly organized, no small job, hence our excuse for the necessity of extending the time of start, one week.

The reply of the Gormully & Jeffery Mfg. Co. needs no comment, as that is in accordance with the mutual understanding. With the facts of the withdrawal of the Columbia and Victor teams before us, we at once communicated with the Gormully & Jeffery Mfg. Co. and the Springfield Bicycle Co., asking if that now these two teams (the Columbia and Victor) had withdrawn, they would care to start. The reasonable and expected decision of the Gormully & Jeffery Company is, not to start, as the withdrawal of the teams they especially wished to meet, would take away much of the glory of victory, and the interest along the route would naturally suffer; hence they did not care to start.

The Springfield Roadster people of course had no alternative but also to withdraw, as they now had no one to run against, and so the last plank was swept away.

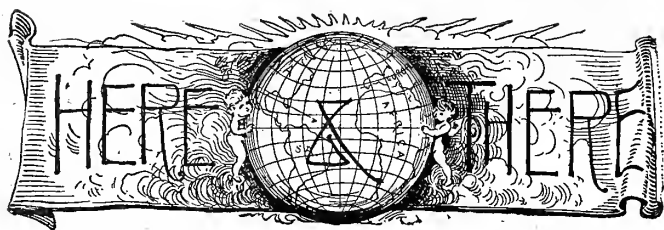
We lay this story before our readers and let them judge for themselves if we have not worked faithfully to bring about the desired end. We expect more or less unfavorable comment, but we can rest in the knowledge that we have not left one stone unturned to bring the proposed race to a satisfactory consummation.

WE must apologize for being very late this week. We delayed publication until we had communicated with the Gormully & Jeffery Mfg. Co. and the Springfield Bicycle Company. This took time, but we were bound to have this road race matter settled before we went to press.

WE shall take occasion to thank the many cyclists and others who have so kindly offered their services in the proposed race. A few of the names that just now occur to us as being particularly active, are Mr. Burley B. Ayers of Chicago; Mr. G. S. Darrow of the *Wheelman's Record*, Indianapolis; Mr. H. E. Ducker of Buffalo; Mr. C. H. Potter of Cleveland, Ohio; Mr. F. C. Meyer of Canton, and many others, who we shall take pleasure in remembering, and acknowledging courtesy, personally.

THE record-breaking craze seems once more to have seized on our racing teams. No sooner does Dingley, of the Gormully & Jeffery team make mince meat of the 100-mile record than the Columbia men gird themselves up to do battle in the good cause. We have heard said by some of our manufacturers and dealers that they are tired of record-breaking and will have none of it hereafter. This is all very well so long as the records lay with their teams, but we notice the bristles rise when any member of an opposing team manages to get there. Of course there must be a limit to this time business, but what that limit is, remains as yet an unknown quantity. So far this year Rowe's wonderful string of records, from one to twenty-two miles, stands intact, and from all we can judge they promise to remain so for some time to come.

HOLLINGSWORTH, of the Columbia team, will try for the 100-mile record at Lynn to-morrow, Saturday. He will ride a Light Roadster.



NOTES BY

"LONDON, W."

CAN it be that Kennedy-Child's departure for New York almost simultaneously with the birth of Shriver's boomlet for Henry George has any political significance? If it has not I would heartily recommend the cycling Georgeites to secure Child for a campaign orator immediately, for no one I know can rattle off more glibly and vehemently the stock phrases of the labor party than this same Child. The "grinding monopolies," "down trodden wage earners," "minimum starvation wage," and all the rest of it roll from the "Kid's" tongue as easily and readily as if he had a real grievance. It would be very nice and pleasant if convicted criminals were compelled to pay the penalty of their misdeeds by working on the highways, but I fancy wheelmen generally will hesitate about giving to Henry George and his followers their support on the remote chance that good roadways will result.

THE refusal of several of the regularly hired professionals to start in the race from Boston to Chicago unless they are paid sums of money, which seems exorbitant for ten days' hard work, is but the beginning of the end of the system under which they are employed. A manufacturer may enjoy the luxury of maintaining a team of racing men with its expensive accompaniments of trainers, etc., but when the result of all the care and attention to bring the "team" to perfection is a refusal to do the master's bidding unless some "boodle" is forthcoming, the manufacturer must be tempted to serious contemplation of his team's expense account in conjunction with the results. If the regularly employed racing men kill the goose that lays the golden eggs they will be compelled to take up some less congenial employment. He cannot enjoy the pleasures of remunerative cycling without rendering a *quid pro quo*.

NEW JERSEY NOTES.

"RATCHET."

I AM sorry to say that the New Jersey Cycling and Athletic Association have been compelled to give up the idea of holding a two-days' meet next month. Subscriptions came in but slowly, the total amount guaranteed not exceeding \$400, and it was too late in the season for the Association to risk the affair. They promise, however, to open up early in the spring, and do their best to run a series of tournaments during all of next season.

IN case the Liberty Bill parade becomes a settled thing a number of Jersey clubs intend to participate. Boom 'er up!

THE New Jersey Wheelmen have given up their room in Oraton Hall, which they have occupied since the organization of the club in 1883.

SOME of the Elizabeth boys think of trying their speed and wind against the tandem champions of the Elizabeth Wheelmen — Caldwell and Jenkins.

CHARLEY STENKEN had good success at Albany, 21st inst., winning the 1-3-mile one-legged race in 1.05, and the one-mile for Star riders in 2.54; Harry Hall was second in the latter in 3.27. Charley speaks highly of the treatment the visitors received from the Albany boys, and says they were taken to the track in a coach, given an elegant supper after the races, and then another coach to the boat.

THE Orange Wanderers' ten-mile handicap was decided on the Roseville track on Thursday (22), and was won by C. W. Freeman (8 m.), his corrected time being 33.56. The others came in as follows: W. L. Booth (4 m.), 38.15; C. S. French (4 m.), 38.21; F. P. Jewitt (4 m.), 38.27. L. H. Johnson (scratch) dropped out on the last, being out of form, and W. A. Belcher (8 m.) also failed to finish.

THE ten-mile road race over the Irvington-Millburn course Saturday (24), was rather an easy thing for E. R. Collins, the owner of the trotter, Black Prince, weakening, and giving the race to Mr. Collins, simply asking him to ride over the distance at the appoint-

ed time, and sending, along with his "back-down," an order for the medal as agreed upon. He is now willing to back his horse against Mr. Collins for any distance under five miles, but says he is satisfied his horse could never beat a bicycle at ten miles.

THE so-called "water bicycle" was given a practical illustration on the Delaware River on Friday (23). The bicycle was attached by means of arms to two cigar-shaped metallic tubes. The periphery was supplied with small plate paddles, somewhat like a steamer's paddle wheel. At precisely 2.20 P. M. Prof. Alphonse King pushed the machine into the river at the foot of Walnut street, Philadelphia, and began to work the pedals at a rate which sent his novel mount over the rough waters at a speed that astonished the hundreds of spectators who lined the shores. In 19 minutes and 10 seconds from the start the Professor entered the Camden ferry, where an immense crowd greeted him with cheers. The distance is one mile and a half. The exhibition was a novel one, and it made a strong and favorable impression upon the onlookers.

MINNEAPOLIS

NOTES.

THE Minneapolis and Mercury Bicycle Clubs joined in together and gave four bicycle and one tricycle race on the Lake Harriet boulevard, Friday, Sept. 16th. The boulevard was in good condition as you may judge, as the mile won by Colie Bell was made in 2.57. A strong southwesterly wind was blowing, which at times was suggestive of a gale, telling terribly on the riders.

THE one-mile race had six entries, who finished in the following order: Colie Bell first, G. L. Hunt second, H. Schroder third, A. N. Perry fourth, J. Purvis-Bruce fifth, and McClellan sixth. Time, 2.57. Six men entered the three-mile race and finished as follows: Colie Bell first, E. A. Savage second, E. J. Hale third, Harry Lacor fourth, and J. Purvis-Bruce fifth. Time, 9.41.

IN the half-mile race Colie Bell and E. J. Hale tied for first place in 1.29.2-5, with E. A. Savage third. Next came the tricycle race with Geo. H. Bartlett and J. Purvis-Bruce as contestants. Bartlett took the lead in the start and maintained it all through the race, coming in an easy winner in 3.34; distance, one-mile. Purvis-Bruce has challenged Bartlett for another race to take place Thursday, Sept. 22. In connection with the tricycle race will be run a five-mile, one-mile club championship, and the half-mile dead heat between Bell and Hale.

THE last race was a five-mile bicycle, and had six entries, who finished as follows: E. J. Hale first, J. Purvis-Bruce second, G. L. Hunt third, Harry Lacor fourth, and P. N. Perry fifth. W. C. Custer did not finish, as the tire came off his little wheel. Time, 17.30.

S. F. HEATH and Frederick A. Leland were general managers of the races. F. W. Pierce and T. M. Slosson were the judges, E. J. Kimball was timer, and L. B. Graves was referee. The friends of Colie Bell are happy over his victories, which he won easily.

J. R. STOCKDALE and M. A. Sailor will take a trip to Chicago on their wheels, and are going to arrange it so they will see the finish in the great race.

GRANT and Colie Bell are going to attend the meet at Mitchell, Dak., next week. Colie Bell will ride back on his wheel, the distance being about 300 miles.

IN all probability there will be a six-days' bicycle race at the Washington Rink in December. Those professionals who enter the Boston to Chicago 1,000 mile race will likely be among the entries. The race will be 12 hours per day. Schock, Dingley, Rhodes, Neilson, Whittaker, Crocker, Hollingsworth, Prince, Ives, Bullock and other professionals are expected to enter.

NEW ORLEANS.

"SENIOR."

A FEW notes in connection with the late tournament may not be amiss, though a week old. I sent you quite a batch of racing news last week, but now a few thoughts and facts occur to me, and I send them along. We feel highly elated, as well we may, over the impression made on the outsiders. All who witnessed the races are enthusiastic over this new (to them) form of sport. Next year we shall expect to still further eclipse all former efforts.

H. W. FAIRFAX surprised his many friends by riding the races in a very plucky manner.

"I just feel like going on to the track and kissing Charlie," was a remark heard from a lady in the grand stand when Guillotte won the club championship.

CAPT. BETTS, of the La. Cycling Club, deserves a great deal of

credit for the admirable manner that he rode in the team race, sticking through the entire race in spite of the fact that all of his men left him.

OFFICIAL Handicapper Fairchild, of the La. Cycling Club, should be censured for his exhibition of favoritism in the handicap race, for it was a noticeable fact that the La. Cycling Club men captured a major portion of the prizes, with the exception of Abbott, an N. O. B. C. man, who won first, and is a great chum of F.'s.

AFTER the races the New Orleans Bicycle Club gave a ladies' reception at their rooms. It was attended by the *creme de la creme*, and proved a grand success. Vocal solos by Miss Katie Bridewell, one of the club's friends and a renowned local vocalist. Selections from French opera by Monsieur Rossi, leader of the chorus at the French Opera House, and by Mrs. Abbott; recitations by Mr. R. W. Abbott, a comedian of great talent, and by Mr. N. Moody; exhibition of musical accomplishments on different instruments by Mr. Chas. F. Porter, and finally dancing. After a most agreeable evening, mingled with lemonade, ice cream and cakes, the happy crowd quietly withdrew to their different homes in time to dress for breakfast.

MORE next week, and a description of the New Orleans Bicycle Club house in course of erection under the guidance of Mr. Sully, an architect of great capabilities and tasty ideas.

RECORD OF THE WEEK.

Bicycling News is wrong in laying the motives of our taking issue with them on the fairness of weighting a 30-pound machine so as to get within the weight named in a late race. We gave logical reasons why we believed in the fairness of such a proceeding, and it shows an awful weakness when we are answered that our opposition is excited because we like to write down things English. That is their method, not ours. We are open to argument, but we are not susceptible to bulldozing.

A. T. LANE, of Montreal, represents the L. A. W. in Canada as Chief Consul.

WE hear that McCurdy may try for a twenty-four hour record some time this fall.

NEXT Saturday will be run the Eastern Road Club race. Chelsea think they will get there this time sure.

L. J. BERGER ("Phoenix"), late of St. Louis, has left that city, and has taken up his abode in Chicago.

P. J. BERLO, of Boston, is an amateur of such promise that the Riches and Crists will have to look out for their laurels.

ENTER Maltby, exit Temple. Is there any connection between the almost simultaneous movement of these two celebrities?

AFTER the record riding of Dingley at Lynn last Thursday, Manager Eck dined sixteen men and then all went to the theatre "at his expense."

THE L. A. W. Pointer of Oshkosh, Wis., points to Canada as being the present abiding place of "D. Rogers & Co.," late of Newark, N. J.

CHIEF CONSUL J. A. CHASE, of Rhode Island, has sent in his resignation to the L. A. W. The division loses a valuable officer in Mr. Chase.

AFTER all said and done the race for the Tyron cup in Philadelphia will not take place. We have heard of that Tyron cup race ever since last May, but "'tis ever thus."

BEFORE the late tournament at Providence, R. I., a horseman made a bet that three minutes had never been beaten on a bicycle. His greenness cost him just \$25.

DAISIE in her last letter announces the fact that the North Shore tourists "are going to lunch on the rocks." Very well, that settles it; we shall not be there. We have a fine digestion, but we draw the line at "rocks."

R. TEMPLE is probably on his way home from the old country. His trip as a member of the "American team" has proven a great success financially and otherwise. He may, however, stay over and take up Maltby's challenge to compete for the championship of trick riding.

A GENTLEMAN who is trying to introduce knee breeches into general use in St. Louis, recently met with a disagreeable experience. Two roughs in a wagon, marked McQuade No. 90, took exception to his appearance, and used some very offensive language in expressing the same. The gentleman followed the wagon for some dis-

tance in the hope he would find a policeman and have the roughs arrested. He failed, however, but as he has the wagon and the men well identified, he proposes to push the matter and show these chaps that abuse on the street is punishable with fine. We wonder whether the gentleman in shorts was Mr. Hicks?

TOM STEVENS tells Karl Kron that we won't print his (Karl's) letter because it pitches into us somewhat. The thought is the first evidence we have ever noticed in Mr. Stevens of possessing a petty mind, and shows what Tommy would do if he was running a paper. We have yet to refuse the first MSS. on this ground or because it reflected on us. K. K., with all his idiosyncracies, has a broader faith in editorial decency than the celebrated globe girdler. Thomas better take lessons in editorial courtesy when he can spare the time from his studies of elocution.

In the course of conversation with a young English lady, Mr. A. Lewis, the well-known wheelman of St. Louis, lately referred to his "occupation." "What, do you work?" quoth the English girl. "Why, in England a person who works is not a gentleman."

"Do you know what we call people who don't work in America?" asked the genial Ab. Receiving an answer in the negative the Secretary-Treasurer shot the following at the bewildered lady's head:—

"Well, my dear Miss —, we call men who don't work, 'Tramps'." The above is taken from the *Spectator* as padding!

TOURMASTER STALL is fast completing arrangements for the ladies' North Shore tour, to begin next Thursday, Oct. 6. The management has done all in its power to communicate with all ladies who ride tandems or singles, and it is requested that no one take offence in case they have not had a direct invitation by circulars, as every effort has been put forth to reach all lady riders. The invitation is general, and if this notice reaches the eye of any lady who has not received a circular, it is hoped this will be taken as a direct invitation. The route of the North Shore has been chosen because two years' experience has been obtained over that route, and a party can be handled better there. Good riding and fine scenery will be found all along, and the distance travelled per day is so easy that the weakest can accomplish it with comfort. For particulars and circular send to W. W. Stall, 509 Tremont street; A. Bassett, 22 School street; C. Hopkins, 39 Cornhill; all of Boston.

THE British war office has lately issued important recommendations concerning the formation of cycling sections to be attached to the home guard of volunteer battalions. Col. Saville, who all along has evinced the greatest interest, is pushing the movement and idea. The *Cyclist*, however, makes fun of an article on the subject, which appears in one of London's largest papers. "For instance, the writer of the leader referred to says: 'The machines must be frequently submitted to a thoroughgoing inspection, and their riders, having satisfactorily proved their ability to repair them, must carry with them on service a complete set of implements (the italics are ours) for that purpose.' Now will the mechanically-minded cyclist think on the tools necessary to repair a breakdown of any importance. Why, each rider would find it necessary to carry a selection of files, drills, screw-plates, stocks and dies, chipping chisels, hand-vices, hammers, etc., etc., to say nothing of a portable forge, anvil, and the necessary fuel. And all these in addition to the ordinary kit, in itself sufficiently heavy. Ye gods save us from the military cycling of the Great Daily! And then the wounds which vanity is, or would be, heir to. Imagine the crack rider of the crack cycling corps, bronzed as an Arab, moustached as an Uhlan, and altogether as killing as a hero of Ouidaesque romance, being mistaken by some ignorant clodhopper for a travelling tinker, and desired to repair the family kettle. Oh, the pity of it!"

EVIDENTLY Mr. Hicks has been interviewing Mr. Percy Stone, as witness the following, which appears in that gentleman's paper. This will need the attention of Whit:

* * * "Whittaker makes me tired. He can do racing with his mouth much more easily than he can with his legs. He is blowing around about beating Billy Rowe. Why doesn't he tackle some good riders and show what he can do before he makes faces at Rowe. I know he has raced with Knapp and McCurdy and beaten them, but what does that amount to? Knapp is all worn out, and is no good any more, and McCurdy! shucks! He never was any good on the track. I gave him 450 yards in five miles and caught him the first mile, and yet Whittaker is glorying because he gave Mac ninety yards in a mile. What in the world has Whit ever done, anyway, that makes people believe all his pretensions. Somebody says he made the first quarter of a mile race at a 2.24 gait, as if that was anything. Last year I was in a race where the last quarter was run at a 2.08 clip."

"Will you challenge Whittaker?"

"What's the use? I did once and he backed out. When I was at the Cleveland races this summer, Whit was only ninety miles away but didn't dare to attend and compete. If I thought he wouldn't

back out, I would challenge him right now, as I am, and everybody knows I have not been in condition since I was taken so sick at Clarksville last spring."

"If Whittaker can do 2.35, wouldn't you call him a flyer!"

"No, I wouldn't. There are lots of fellows who can do 2.35 now. But that doesn't mean they have records of that time. Billy Rhodes has clipped off miles in 2.33 right along, but nobody has heard of it. No, I think the day's gone by when a 2.35 man is going to make people's eyes bulge out." * * *

N. Y. STATE DIVISION MEET.

THE New York State Division meet, held at Cooperstown, N. Y., we are informed, was a great success. Of course the lateness of the season interfered to some extent with the attendance, but those who remained at home have a subject to lament over, as the conditions, arrangements, and general results were perfect from a cyclist's point of view.

Chief Consul Bidwell and a merry party from New York city arrived on Thursday night at headquarters, the Cooper House. Kennedy-Child turned up mysteriously, Rights and Privileges Luscome was "all there" in his gold lace, and "60" made a brave showing. The days were spent riding on the excellent roads that surround Cooperstown, and the famous haunts of "Leather Stocking" duly explored.

On Saturday a quiet party rode to Five Mile Point House, where a delicious game dinner was served. The N. Y. Division was toasted by the Massachusetts representative, and the C. C. for New York returned the compliment. All went merry as a cow bell, and "London W." was much missed.

The general opinion of those who attended seems to point to Cooperstown as a desirable place for future meets. K.

NEW JERSEY DIVISION MEETING.

THE monthly meeting of the New Jersey Division of the League of American Wheelmen was held in Oraton Hall on Saturday evening, the following delegates being present: J. H. Cooley, C. C., Plainfield B. C.; Robinson Pound, Plainfield B. C.; L. H. Porter, Orange Wanderers; H. A. Smith, New Jersey Wheelmen; W. D. Banker, Passaic Co. W.; Dr. Wright, Montclair Wheelmen; T. D. Sensor, Millville B. C.; J. B. Lunger, Essex B. C.

THE FAMOUS MOORE CASE,

which has been before the courts for a long time, was fully discussed, and the sense of the meeting was expressed by the following resolution, which was unanimously adopted:

"Resolved:—That a card be inserted in each of the Mount Holly papers to the effect that this Division does not sustain Mr. Moore in his position."

Mr. Sensor reported the case of Mr. Steelman, of Millville, who was riding his bicycle at Pitman Grove, when he met the Glassboro' stage. The horses becoming frightened at the machine, ran away, upsetting the stage and wrecking the cyclist. The owner of the stage has entered suit against the wheelman for damages, and the latter

HAS ENTERED A CROSS SUIT,

retaining Lawyer Gray as counsel. The Division voted to sustain Mr. Steelman.

When the resignation of Frank S. Miller, from the committee on the New York and Philadelphia cinder path, was read it created no little merriment. On motion, the whole subject was indefinitely tabled. A resolution was adopted providing that the Division combine with the Pennsylvania, Delaware and Maryland Divisions in

PUBLISHING A ROAD BOOK,

a copy of which should be presented gratis to every member joining in 1887 and renewing in 1888, and that the same be furnished to all other members upon payment of the actual cost price. The next subject brought up was the all-important one of road racing. A lengthy discussion resulted, opinions being expressed freely, though without heat. Messrs. Smith and Banker were the only delegates who openly expressed themselves in favor of the sport. Mr. Lunger cited cases where wheelmen had deliberately forced teams off the roadway to make room for racers to pass, and claimed that such actions were bound to ultimately result in injury to cycling. The information was volunteered that the people along the course, and also the Essex County Road Board, were perfectly willing that the Irvington-Milburn course should be used, the Road Board having stated that they would

NOT INTERFERE WITH THE SPORT

until a complaint had been made. Chairman Cooley said as road racing was clearly a violation of statute law, it should not be upheld

by the League nor its members. The discussion finally resulted in a resolution being adopted as follows, the vote being seven for and two against:

"Resolved:—That it is the sense of the New Jersey Division of the L. A. W. that road racing is detrimental to the interests of wheelmen at large."

Mr. Cooley stated that the L. A. W. Racing Board, of which he is chairman,

HAD ALREADY TAKEN ACTION

in regard to road racing, although he was not at liberty to give their decision, but it would appear in the next issue of the *Bulletin*. He stated, however, that to the best of his knowledge, every L. A. W. official, with one exception, was opposed to the sport.

The discussion on the subject was calm and argumentative, and showed that the delegates fully meant what they said. The meeting was adjourned at 10.30.

THE "GLORIOUS ORANGES" AT REST.

THE monthly meeting of the Orange Wanderers was held in their handsome club rooms on Wednesday evening, 21 September, twenty-two members being present. It was expected, judging by the feeling expressed at the meeting 24 August, that the session would be a lively one, but it was quite the reverse, the members all being cool and keeping their tempers under control.

At the August meeting L. H. Johnson expressed himself very freely in regard to matters which had been acted upon at the regular meeting the week previous, and declared that the adoption of the resolution to resign from the Road Racing Association

WAS A "PUT-UP JOB,"

and had been sprung upon the club in the absence of those known to be opposed to it. Mr. Johnson was the practical founder of the club, which in its early days was known among the general public as "Johnson's Club." No member of the club has done more to build it up, and he has always stood ready to put his shoulder to the wheel in advancing the interests of cycling. C. W. Baldwin introduced the resolution referred to, and the remark of Mr. Johnson was taken to heart by him. Almost the first thing which came before the meeting on Wednesday night was a motion by Mr. Baldwin that Mr. Johnson be either

COMPELLED TO APOLOGISE

for his remarks at the special meeting, or be expelled from the club. The point was made that the matter could only be acted upon by the Executive Committee, and the Chair decided the point well taken. An appeal was taken, however, from the Chair, and the Chair was overruled. A vote by ballot, without debate, was then taken and resulted in a tie, the motion being consequently lost. A resolution was introduced requesting those members who had tendered their resignations to withdraw the same. The resolution

WAS UNANIMOUSLY ADOPTED.

Dr. T. N. Gray was present and withdrew his resignation. It was stated that Captain and Mrs. L. H. Porter and H. B. Thomas, the vice-president, would not reconsider theirs, but it is hoped they will be prevailed upon to change their minds. A. E. Cowdrey insisted upon the acceptance of his resignation as Secretary. The matter of road racing was not brought up at all. It is hoped that the tranquility which now prevails will continue, as the club has won too good a name for itself in the past to allow any internal dissension to interfere with its smooth working.

HERBERT W. GASKELL has been filling up the Englishmen with the idea that Rowe is able to do any English professional that ever rode, and we think Herbert is about right.

THERE are rumors in the air that the Philadelphia Road Improvement Association is about to be resurrected, and will resume the thread of existence where Aaron allowed it to drop.

THE Boston Club, under the dual management of Capt. Whitney and Mr. R. Chadwick, will have a "Tally-ho" run to South Natick next Saturday and Sunday. The actives will go a-wheel, and the associates will take to the tally-ho.

ALL accounts give the fact that for years no such dry weather has been experienced in England. The continued drouth temporarily ruined the roads. The welcome rain has, however, come at last, and the surfaces have assumed their wonted condition.

SEVERAL papers ask, "What's the matter with F. E. Dingley?" We really don't know, but we do not think anything ailed him last week Thursday when he knocked the records from 51 to 100 miles, and then jumped off his machine, calling for more.



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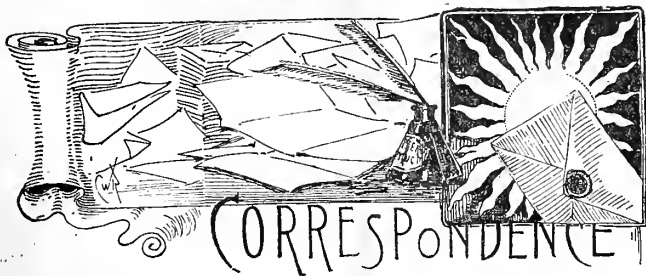
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Editor Bicycling World: Can you not arrange either an excursion train or a special ticket at reduced rate, by which some of the hundreds of wheelman who are interested in the biggest road race on record can witness it? I should like to leave Boston in time to stop over in Buffalo until the racers pass through, then intercept them at Cleveland, and then after a day with Charley Potter and Alf Ely, to go on to Chicago, arriving there in time for the finish. Then I should want to get back to Boston with all speed. And I am only one of hundreds. What can you do for us? APPRECIATOR.

COMPARISONS "EN MASSE."

Editor Bicycling World: For people who enjoy reading good, old-fashioned, catch-as-you-can abuse, several appetizing passages might be culled from the London *Bi. News* of 3 September, which gives three solid columns (ending with "To be continued") for the "most terrible laying out," as you call it, of the book published by myself. I am rather surprised, therefore, that you should single out for reproduction, and indorse as "incisive and true" (*B. W.*, 16 September, p. 368), one of the silliest passages in the whole tirade—instead of selecting specimens which are really funny. For example, the reviewer begins by classing me as a murderer, and himself the just judge who inexorably decrees that I must be drawn and quartered "for the commission of every literary crime." My impartial chronicle of the troubles which have been brought upon the sport of cycle racing by the attempt of its governors to maintain an impossible social standard called "amateurism," is characterized as "jaundiced and prejudiced caricatures." My quotations from the law court reports of the London *Times*, descriptive of the manner in which the Secretary-Editor of the C. T. C. was dismissed from court with a reprimand, as a self-confessed forger (by Mr. Justice Wills, 22 November, 1886), are libelous attacks." My reproductions of the printed boastings of this forger, over the public theft, by a "C. T. C. committee," of the badge which Mr. Lamson invented for the L. A. W., are "jibes and jokes against practical English cyclists." The book is "a desert of flat, uninteresting and very personal detail;" its statistics "are swamped in the exuberance of an egotistical verbosity;" and its "mere form of advertisement is evidence of the smallness of mind which has produced this big-little book, which resembles a Brobdignagian infant's primer—in quantity stupendous, in quality petty and infantile."

I insist that phrases of this sort are far more amusing than your actual quotation to all those of your readers who like to see me treated with contempt; to those, I mean, for whose pleasure you reprinted the Boston *Herald's* slurs: "More rubbish was never more closely compacted into small space. For absolute stupidity, even to bicyclers, this volume must take the prize as being one of the most worthless ever written. It is the work of an idiot, not of a sane man." As a very considerable part of this "rubbish" was originally contributed to your own columns, Boston readers, who are familiar with the *Herald*, can understand the joke of your thus proclaiming its condemnation of the *Bi. World*; but the London editor reprints it all in dead earnest, in the form of a preface to his attack, as if it were a representative American opinion, fully justifying his own "best bad language" against myself.

In constructing a monster volume of materials not susceptible of "literary" treatment, I adapted the personal style, as explained in the preface, simply because it seemed best suited for the special purpose in hand. My wisdom in so doing is well shown by the approval of the Hartford *Courant*, the chief newspaper of Connecticut, which commends the "individuality," thus incidentally arrested, as the one redeeming feature of the work; and the rabid abuse of the same form as "egotism," by the *Bi. News*, is only another form of testimony to that wisdom. The *Wheelman's Record* tells the exact truth in saying: "The author throws his own personality into the work for the evident purpose of animating the otherwise cold and sluggish details, much as an artist enlivens a landscape by working into it some animal life. Taking himself as a typical ex-

ample of 'an average man,' he becomes nothing more than a standard measure by which the events he relates may be gauged." The *L. A. W. Bulletin* gave similar testimony, that, though the author had filled his book "full of eccentric notions and ideas, these raise it above dulness and make it all the more interesting."

Now, if anyone chooses to denounce as "egotism" my steadfast adherence to one of the commonest tricks of the literary art, I shall not quarrel with him for his opinion; but I object to the silliness of the pretense that there is egotistic or personal element whatever in your quoted example of the way in which I use physical facts or mathematical comparisons. Having staked nearly \$6,300.00 of hard cash and four years of hard work in the mere production of a monster volume which no one believes I can possibly push to financial success, my first duty as a publisher is to convince my public that it certainly *is* (as the *Bi. News* man admits) "in quality stupendous." The only possible method for such conviction is that of comparison; and comparison, must, of course, be made with a recognized standard. The average man, who judges a book's size by its "pages," without regard to the type employed, may not give much heed to the claim that "\$2 is a very cheap price for a book of 675,000 words;" but when I explain this by saying that the 1232 large pages in the best-known subscription-book of recent years "contain only 300,000 words, though the price is \$7," he understands what I mean. When I tell him that if "X. M. Miles" were printed in the same style as "Gen. Grant's Memoirs"—250 words or coarse type to the page—its 675,000 words would fill five big volumes instead of one, and cost \$17.50 instead of \$2, he can see the enormous risk I run, as a publisher, in putting so low a price upon such a mass of words.

As the editor of the *Bi. News* is not an imbecile, he knows perfectly well that this simple illustrative comparison of the costs of manufacturing two books whose typography is sharply contrasted, has nothing at all to do with the author of them; and he shows great contempt for the readers of his paper by assuming their inability to detect his cheap trick of misrepresenting my remark as a comparison between Gen. Grant's merits and my own. On 10,000 of my envelopes and labels, and on 5,000 posters, I have given a free advertisement to Thomas Stevens's work as "the most readable book of cycling travels ever issued," and to "Cycling," written by Lord Bury and the *Bi. News* editor, as "the chief English book on the subject;" yet I take pains to say that the former, which costs twice as much as my own book, contains less than half as much matter (or 230,000 words), and that the English book, costing \$3.50, contains less than a quarter as much (or 150,000 words). Perhaps this is the reason why its author resents my plan of making comparisons only in quantity, and allowing other people to decide as to quality. All the testimony I could find in the cycling papers, praising the quality of his book, I gladly reproduced in the "adenda" of mine (p. xcvi.); yet I very much fear that the *Bi. News* will never reprint the article I've just prepared for the *Wheelman's Gazette*; showing that many of the chief literary authorities of this country have given favorable opinions of my achievement!

I very much fear, too, that no allusion to those opinions has yet found its way into your columns. Indeed, Thomas Stevens has just now expressed to me his doubts as to your printing even the present letter, for he takes very little stock in my charitable theory about the impartiality of editors. When I say to him that it is not a sign of hostility in you to ignore the favorable review given me by the *Boston Advertiser*, which stands at the head of the daily journalism of New England as a literary authority, and to print the slurs of the Boston *Herald* and the *Bi. News* "because they are more amusing," he smiles a skeptical smile and says, "Try 'em with that *Wheeling* par. which made the *Bi. News* man mad at you." So here it is:—

"The peer and the commoner, who collaborated to produce 'Cycling,' in the Badminton Library Series, have this week received such a terrible castigation from the *Pall Mall Gazette* that few words of ours are necessary to emphasize the unpleasantness of their position. We are bound to say that a more unfair book as a work of reference we have never read. To compare it with the really wonderful work of Karl Kron, now on its way, we hope, to thousands of readers, would be a journalistic sacrilege. * * * We have received loose sheets of this famous 'Ten Thousand Miles on a Bicycle,' which we have no hesitation in saying will be the greatest work on cycling the world has seen. Besides its far-reaching interest, literary style and completeness of detail, the English work, to which we have referred above, sinks into insignificance; and in recommending our readers to buy the book, we suggest it not only to men who buy cycling literature as a matter of course, but also to the large division which reads no more than it can avoid. This is a good book, written and compiled by a clever man, and we hope it will be blessed with a very large circulation" (*Wheeling*, May 25, '87, p. 104.)

KARL KRON.
Washington Square, New York City, 17 Sept., 1887.

THE FIFTY-MILE ENGLISH PROFESSIONAL CHAMPIONSHIP.

(Cablegram.)

LONDON, Sept. 24.—A race for the fifty-mile bicycle championship took place at Leicester to-day. Howell retired at the end of the tenth mile and Woodside's machine broke while he was leading in the forty-third mile. The race was won by Dubois, the Frenchman.

THE WELSH CHAMPIONSHIP.

THE first of the series of races for the Welsh championship between George Ace and W. J. Morgan was run at Tenby, Wales, 27 August, and resulted in a win for the local man by about a yard. The second of the series, 50 miles, was run Saturday, 3 September, and was won by Morgan. Ace was not fit, and was really under medical treatment, and so at about 24 miles the local man gave up, and Morgan was called off shortly after and awarded the race.

RACES AT MINNEAPOLIS.

THE bicycle races at Lake Harriet, a suburb of Minneapolis, Minn., drew out a good attendance. The programme and racing was good considering it took place on a boulevard road. One-mile dash—Colie Bell, first; G. L. Hunt, second; H. Schroeder, third; J. P. Bruce and W. McClellan also rode; time 2.57. Three-mile race—Colie Bell, first; E. A. Savage, second; E. J. Hale, third; H. Lacker and J. P. Bruce also rode; time 9.41. Half-mile race—Colie Bell and E. J. Hale tied for first place; time 1.29 2-5. The one-mile tricycle race resulted in an easy victory for G. H. Bartlett, defeating J. P. Bruce; time 3.34. Five-mile race—E. J. Hale, first; J. P. Bruce, second; G. L. Hunt, third; H. Lacker and A. N. Perry also rode; time 17.30.

RECORD OF FROM 51 TO 100 MILES.

FOR over four years the 100-mile world's record has remained intact, but Thursday (22) the records from 51 miles up to 100 received a hard knock from F. E. Dingley of the "Champion" team. From 51 to 54 miles the previous "world's best" have been held by G. L. Hillier, and from 55 to 100 by F. R. Fry, both English amateurs. Mr. Dingley's performance is especially worthy of notice from the fact that he rode a roadster weighing 35 pounds. We arrived on the ground after about five miles had been run, and we at once took measures to check the laps and time of the 25, 50, 75 and 100 miles, which we did, and found only a trivial difference of some few seconds and a fraction which, however, was in favor of old "Father Time." The Gormully & Jeffery people are to be congratulated on having such a stayer as Dingley in their employ. During the first thirty miles a strong wind prevailed, but after this distance it began to quiet down, and the last thirty miles was run in a calm. Munger, Whittaker and Knapp did good work pacemaking, while Tom Eck was here, there, and everywhere. Dingley never left his machine, and the way he reeled off the laps while eating and drinking was a sight. The fastest mile made was 3.01 3-5 and the slowest 3.50. He seemed to grow better toward the end, and he ran mile after mile in the "teens." His average time was 3.23 1-4. There were three official watches held on him, and three outsiders were also checking off the time on their watches. We began to take his time at 10 miles, and thereafter checked him on our watch at 25, 50, 75 and 100 miles, and found it to agree; we can therefore verify the time named.

Miles.	H. M. S.	Best Previous.	Miles.	H. M. S.	Best Previous.
10.....0	31 52 2-5	.. ..	74.....4	06 38 4-5	4 17 31
20.....1	03 43 2-5	.. ..	75.....4	10 15 1-5	4 21 12
30.....1	36 31 4-5	.. ..	76.....4	13 49 3-5	4 24 45
40.....2	09 01 4-5	.. ..	77.....4	17 21	4 28 10
50.....2	42 39	.. ..	78.....4	20 55 4-5	4 31 38
51.....2	45 58 1-5	2 55 24	79.....4	24 27 3-5	4 35 03
52.....2	49 17 4-5	2 59 23	80.....4	28 01 4-5	4 38 32
53.....2	52 50	3 02 50	81.....4	31 33 1-5	4 42 04
54.....2	56 14 3-5	3 06 15	82.....4	35 04 2-5	4 45 35
55.....2	59 35 3-5	3 10 58	83.....4	38 33	4 49 02
56.....3	02 59 2-5	3 14 30	84.....4	42 00 2-5	4 52 30
57.....3	06 26 2-5	3 18 03	85.....4	45 33 4-5	4 56 31
58.....3	09 57 2-5	3 21 32	86.....4	49 08 4-5	5 00 49
59.....3	13 21 3-5	3 25 01	87.....4	52 39	5 04 28
60.....3	16 42 1-5	3 28 30	88.....4	56 06	5 08 10
61.....3	20 09	3 32 07	89.....4	59 56	5 11 34
62.....3	23 46 2-5	3 35 35	90.....5	03 37 1-5	5 15 02
63.....3	27 21 2-5	3 39 01	91.....5	07 08 4-5	5 19 37
64.....3	30 48	3 42 28	92.....5	10 33 2-5	5 22 03
65.....3	34 13	3 45 55	93.....5	13 55 3-5	5 25 27
66.....3	37 47	3 49 20	94.....5	17 19 4-5	5 28 47
67.....3	41 33 2-5	3 52 45	95.....5	20 52 2-5	5 32 28
68.....3	45 11 4-5	3 56 12	96.....5	24 42 4-5	5 36 11
69.....3	48 41 3-5	3 59 50	97.....5	28 14 2-5	5 40 23
70.....3	52 14	4 03 17	98.....5	31 45 1-5	5 43 21
71.....3	56 01	4 06 51	99.....5	35 20 4-5	5 47 00
72.....3	59 29 4-5	4 10 21	100.....5	38 44 1-5	5 50 05 2-5
73.....4	03 00 3-5	4 13 54			

RACING AT WEST PHILADELPHIA.

THE races of the West Philadelphia Athletic Association resulted as follows:

Century Wheelmen, one-mile—1, M. J. Bailey; 2, F. H. Garrique. Time, 3.30.

Vespers Wheelmen, one-mile—1, H. T. Harding, Jr.; 2, Geo. Bowman. Time, 3.29.

Frankford Club, three-mile handicap—1, J. Dyson (scratch); 2, Wm. Denn (80 yards). Time, 12.01.

Inter-club race, one-mile—1, T. A. Schaeffer, Pennsylvania Bicycle Club; 2, H. T. Harding, Vespers Club. Time, none taken.

Two-mile lap race—1, H. Swartz; 2, F. Dampman. Time, 7.15.

One-mile open—1, H. Swartz; 2, H. T. Harding. Time, 3.06 1-2.

Half-mile open—1, H. Swartz; 2, F. Dampman. Time, 1.31.

Weather cold, attendance fair. Events all well-contested. Swartz distinguished himself by winning three firsts in succession.

THE THREE TO TEN MILE RECORD IN ENGLAND.

ON Thursday, Sept. 8, Mr. F. J. Osmond went against time for ten miles. The track was heavy, but the air was still. We give below the time which is record for world's amateurs from four to ten miles.

Miles.	Osmond.	Rowe.
1 - - - -	2.42 1-5	*2.32 2-5
2 - - - -	5.26 3-5	5.21 3-5
3 - - - -	8.14 2-5	8.07 2-5
4 - - - -	11.05 2-5	11.11 4-5
5 - - - -	13.55	14.07 2-5
6 - - - -	16.40 2-5	16.55 3-5
7 - - - -	19.33 4-5	19.47 2-5
8 - - - -	22.26 1-5	22.41 4-5
9 - - - -	25.16 4-5	25.41 2-5
10 - - - -	28.04 3-5	28.37 4-5

* Furnivall.

By comparing above tables, it will be seen that Furnivall holds the one-mile record. Rowe's times are in 1885, when he was an amateur. He holds the two and three miles world's record, while from four to ten Osmond holds the world's record, and on the three-mile the English record.

ALBANY RACES.

YOUR instructions to send a condensed account of the races reached me the morning of the event. I had, of course, intended to go up to see the fun, but your request added zest to my trip to Ridgefield, as I am always happy to do anything for the BICYCLING WORLD. You of the effete East, who have lost all interest in racing, should have been on here and seen the big gate that filled the stand, and overflowed on to the lawn. What made it particularly satisfactory to the management was the presence of a very large number of the fair sex. But I must not elaborate, I must get down to hard facts. The track was in good condition and the management fine.

The novice race had nine starters, and it resulted in a victory for the Poughkeepsie man. Summary:

One-mile novice—1, C. L. Sterling; 2, J. P. Lennon. Time, 3.12 1-2.

The three-mile handicap put Crist on the scratch with too much of a handicap. He made a plucky bid to catch his men, but it was no go. The local man, H. L. Burdick, with 200 yards start, finished first, with H. J. Hall a close second. Summary:

Three-mile handicap, open—1, H. L. Burdick (200 yards); 2, H. J. Hall (225 yards). Time, 8.47 3-4.

The third of a mile one-leg race caused much fun, and was won easily by C. A. Stenken in 1.09 1-2.

In the one mile for Star machines C. A. Stenken just waltzed away from H. J. Hall, Jr., much to the distaste of the Brooklyn contingent. Summary:

One-mile for Star machines—1, C. A. Stenken; 2, H. J. Hall, Jr. Time, 2.55.

The one-mile State championship proved an easy one for H. L. Burdick. It was a loafing race and was not relished by the spectators, and was a shameful exhibition. Summary:

One-mile State championship—1, H. L. Burdick; 2, A. F. Edmans. Time, 3.26.

The tricycle race proved a walkover for Crist of Washington. Summary:

One-mile open tricycle—1, W. E. Crist; 2, H. J. Hall, Jr. Time, 3.26.

In the championship race for Albany and Rensselaer counties, Burdick and Edmans came together. The distance was five miles,

and it proved an easy victory for H. L. Burdick, in the time of 16.58.

The ride and run race fell to H. J. Hall, Jr. Summary:

One-mile ride and run—1, H. J. Hall, Jr.; 2, M. C. Furhman. Time, 4.30 1-2.

The club handicap brought out lots of home talent, and proved a very good race between second and third man. It was a cold one for Burdick, as he was placed on scratch, and the handicapper gave him all he wanted, and more, too, to get a place. The first and second men finished seventy yards apart. Summary:

Two-mile club handicap—1, R. Robe (500 yards); 2, C. E. Lansing (500 yards). Time, 5.46 1-2.

The boys' race was won by E. L. Simpson in 3.32 1-2; G. W. Van Slyke, Jr., second.

In the one-mile consolation, W. F. Kiernan won in 3.21 1-2.

In the evening the visiting wheelmen were tendered a reception at the club house, and all left town next day, most of them to Binghams, greatly pleased with their stay in Albany.

MR. R. J. MCREEDY, editor of the *Irish Cyclist and Athlete*, entered the holy bonds of wedlock last month. Miss Catherine A. Hopkins is the lady's name. We offer our good wishes and congratulations to our fellow journalist.

IN the 10-mile road race at Worcester last Wednesday, G. D. Putnam won it from J. F. Midgley, who had to give a handicap of 2 1-2 minutes. The distance was covered by Midgley in 38.33, and by Putnam in 39.15 2-5. Thus Midgley was unable to cut down his handicap.

"THE semi-annual meeting of the Norwalk Wheel Club was held at their club rooms on Thursday evening, Sept. 15, at which the following officers were elected: E. M. Jackson, President; C. E. Miller, Vice President; J. A. Ambler, Secretary; O. B. Jackson, Treasurer; R. G. Hanford, Captain.

WE are indebted to Mr. F. T. Merrill, the lively cyclist of Portland, Oregon, for an account of the race meeting in that city, September 17th. We regret that it came too late to publish this week. Mr. Merrill, it may be remembered, is the man who was on here last fall attending our tournaments, and made such a favorable impression by the sportsmanlike manner in which he rode his races.

FROM the *Cyclist* we catch the idea of penning a word of warning to cyclists to beware of colds, to which they are more than unusually subject at this time of the year. Though the days are quite warm, the evenings are dangerously chilly. A tired, damp, human frame, unsufficiently clad, is easily affected, and the resultant cold or chill is liable to develop into a serious disorder. For the remainder of the season all riders likely to be out in the late evening should carry a sweater or a thick jersey. At this season of the year this warning has especial value.

"THE all-absorbing topic of interest and conversation among wheelmen in this section is the bicycle road race from Boston to Chicago. The race is the idea of A. H. Overman, of the Overman Wheel Company, and is to be given under the auspices of the BICYCLING WORLD, in which he is interested." The above from the pen of "Pete D.," the Boston correspondent of the *American Athlete*, is the result of ignorance or an intent to deliberately lie. We incline to the latter belief. The suggestion of the race, as we have stated, did come from Mr. Overman, but the deliberate and intentional lie, of which we accuse "Pete D.," is that he is "interested" in the WORLD. He has no interest or influence other than is possessed or accorded our other advertising patrons.

WHEELING TO PORTSMOUTH.

It has always been a mystery to me—the sudden and unexpected dissolution of the Rambler's Bicycle Club of this city. I am now satisfied that a coroner's 'quest, had it been held, would have returned the verdict of "ridden to death." The captaincy of our club is held by a member of the ex-Ramblers, and as a "Rambler," (O, the irony of that word) his knowledge of every road in this section of the country became complete, and caps his many qualifications for the position of captain. When my friend and I decided to take a ten days' tour, we simply decided on the time. The route we knew full well would be kindly mapped out by our good captain, so we did not bother our heads on that score. We met the dear boy at the club, by appointment, the afternoon preceding the morning of our intended departure. He heartily wished us a jolly good time, and would be only too happy to map out a splendid route, "the finest in the land"—"he had been all over it himself." He first directed me to press the "button," which order I immediately obeyed,

then with elbows on the writing table, and chin resting on his hands he remained deep in thought for some little time, and his eyes had a dreamy, "far off" look. "How long did you say you were to be away?"

"Ten days at least."

"All right; first day Portsmouth, via Marblehead and"—

"One moment, captain, please; may I ask, how far is Portsmouth?"

"Oh, about fifty miles."

I leaned back, and fell into such a deep train of thought I did not quite catch where he landed us on the second day, but when the fifth day was reached I thought I heard the word Kamschatka, but being somewhat dazed by the quick change of scene, my interest had passed away, and whether it was of France or French Canadians he was talking at that moment to me was a matter of indifference. I believe he got us back to the club in the allotted time. I knew, at least, that he got to the end when he said, "There, that's a trip to the Queen's taste."

My friend, who all this time was nervously twirling his moustache, still kept his eyes resting on the captain with a fixed and vacant stare. When he did break the silence, it was with sententious unconcern, he remarked,

"YES, A VERY PRETTY TRIP,

indeed, but, Capt. Whitney, we do not care to see all the world on this trip. We rather prefer to leave a little over for next year. Do you think you could arrange a somewhat shorter one, one that would at least allow some portion of the night for sleep?"

"I tell you it can be done. I have been all over it myself, and have had time to sleep, but I will alter it if you desire," and the captain set to work again.

We waited with some hope, but when he started the revised trip it was still "Portsmouth the first day." We did not let him proceed. We wanted to know if "Portsmouth the first day" was a *sine qua non* to all his routes along the shore.

"When I was with the Ramblers"—

"That will do, captain; please don't. Let the dead bury their dead. If you can't give us something practical we will not blame you."

"Well, then, all I can say is, get to Portsmouth. See Hazlett. He is a good man, and will give you the correct steer from that point. I don't know what you want."

We were glad it was over, and that the route was left to our own sweet will. We saw our captain was a little riled, but when we said we would reach Portsmouth or die, a smile came over his fair face, and with a merry laugh he again wished us a jolly time.

The weather was simply perfect all through the trip. We reached Marblehead the evening of the first day, and Gloucester at about the same hour the next. It was no easy task to get over the road even in that time, as my companion, who is "summat" of an artist, begged to be allowed to do justice to many of the scenes. There are hours, though, when even the brightest spots look dim, and then it is—"Great Scott, how soon can we reach a dinner!" Then the wheels roll fast up hill and down, the hotel is reached, and the distance to Portsmouth grows less. The roads, so far, were in a fine condition, till we reached the jurisdiction of the city of Gloucester. Then they are fully in keeping with that town. The fathers of this wretchedly cared-for city had evidently mastered the problem: "How bad a condition can streets reach when the expense of making them safe for travel is less than the actual amount paid for damages for injuries." Unfortunately, during the time it has taken to solve this problem, the natives have acquired

THE AGILITY OF GOATS,

and it is only the casual visitor who suffers. I gave my wheel two such severe wrenches, working out of ruts, that I got off and "trundled" through the city, rather than run the risk of having to stay over, even a day, to prosecute a claim for damages. Salem and Lynn are models of cleanliness, in contrast with this fishy town. Mr. Webber, the bright, intelligent L. A. W. Consul for that section, gave us valuable assistance. We thanked him for his official courtesy, and as fellow club members, did not neglect "B-O-S-T-O-N." Our trip around Cape Ann was commenced at an hour that would allow ample time to see all that was worth seeing, and reach Pigeon Cove Hotel in time for dinner. The heavy rain of the week previous had washed away the made surface of the roads, at least the parts where there was an incline, and only Cape Ann granite in its varied forms marked the highway. The wheeling was necessarily hard, and when we did reach the top of a hill, the class of scenery need not have been of the highest order to demand a lengthened examination. The views from the many hills we will long remember; our mental tablets on such occasions were arranged for the longest possible exposure. It was only the overpowering demand for dinner that capped the camera.

[To be continued.]

THE * FIRST * SHOT * IS * FIRED * GENTLEMEN

And Frank Dingley makes a big hole in the hundred mile world's record at Lynn, Sept. 22d.

He knocks everything, from 51 miles, up. Time, 5 hours 38 minutes 44 1-5 seconds.

Eleven minutes better than the English track record, and 25 minutes better than the American track record; the latter by Ives on a racing wheel.

Dingley used our ordinary **Light Champion**.

THEY ALL SAY THE SAME THING, "THE BEARINGS."

GORMULLY & JEFFERY MFG. CO., - - - Chicago, Ill.

A PERSONAL EXPERIENCE.

I AM fat, and I'm forty; I'm poor, very poor
At cycling—in truth I'm a mere amateur,
These facts notwithstanding, I'd venture to say.
I'm a practical cuss, in my own quiet way.

While age is a thing that we cannot control,
I'd have wagered a sov'reign there wasn't a soul,
Tho' never so burly, Ay! bursting with fat,
Who couldn't get thin, for the matter of that.

Impressed with these notions, my cousin and I,
Determined in practice these notions to try,
My plan he agreed on with infinite zest,
Resolved by experience it's value to test.

We hired a tandem—an elegant one—
Looking hopefully forward to having some fun;
Instead of enjoyment I'm sorry to say,
Our destinies drove us the opposite way.

We started all right on our venturesome ride,
Our object was exercise, nothing beside,
And any observer that wasn't an ass,
Could prove that our style would be hard to surpass.

We went through Rathfarnham at ten in the day,
And hoped to have dinner at Breslin's, in Bray;
But must I confess it, Discretion says "Mum,"
We only succeeded in reaching Dundrum.

Oh! horrible memory! smile if you will,
Ye gods! did ye ever behold such a spill:
The hill near Dundrum we essayed to descend—
Our efforts at exercise here had an end.

The brake wouldn't work, so we flew like the wind,
Our hats, in the meantime, remaining behind;
And, having succeeded in killing a hen,
We nearly ran into two elderly men.

We weathered these worthies, who, standing aghast,
Predicted each moment, for certain, the last.
A horrible lurch! and straight, headlong we dash
Right into the pathway—a terrible smash!

We both, by good fortune, avoided the stones,
And neither succeeded in breaking his bones;
'Mid crowds of spectators, and somewhat nonplussed,
We rose, like two millers, all covered with dust.

Th' infernal machine we rolled down to the train,
And vowed that we'd never go cycling again.
As soon as an urchin recovered my hat,
I made up my mind that I'd rather be fat.

—E. R. B. in *Irish Cy. and Ath.*

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

The Coventry Machinists' Co.'s machines have held their own at the Berlin races, on Sept. 5th, riders of the "Marlboro' Club" taking first and second prizes in the 5,000 metres international race, also first prize from scratch in the 200 metres. The winner of the first prize in the 2,000 metres international race was mounted on a "Swift," whilst the "Marlboro'" tandem, ridden by Messrs. Nagel and Beyr beat all records for 2,000 metres.

If Rowe could have gotten the positive assurance that Howell would meet him the Lynn man would have crossed the briny, sure.

Two hundred and fifty dollars in cash. Three Worcester's and 3 Webster's Dictionaries, worth \$80, and 4 Dictionary Holders, worth \$15.50, given as prizes for best essays answering the question, "Why should I use a Dictionary Holder?" For full particulars, send to La Verne W. Noyes, 99 and 101 W. Monroe street, Chicago, the maker of dictionary holders. Or inquire at your bookstore.—*Adv.*

THE Marlin Fire Arms Company of New Haven, Ct., are about to bring out a new tricycle. It has several new features, among which is adjustability in width, and new style of bearing. The machine will probably be out by next spring in time for the 1888 trade. In the meantime we will take steps to describe the new candidate for the information of our readers.

THE longest line of sundries in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalog.—*Adv.*

THE Manchester Pike (St. Louis) handicap road race, which will take place to-morrow, is causing much stir in that city. The entries so far, as heard from, are Henry Oellien, Harry Gordon, H. W. Baker, Frank Mehlig, Alex Lewis, E. A. Smith, Ed Sanders, W. S. Snyder, A. Hollister, Thomas Davidson, John Hodgen and R. B. Clark. The total number so far is twelve, and as half a dozen are worthy candidates for the scratch, the prospects of an exciting race are good.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months: It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.—*Adv.*

THE hill climbing competition at the L. A. W. meet at Binghamton, N. Y., was won by Edmans, of Troy, on a 53-inch Columbia Light Roadster.

THE *Cyclist* states that there is to be a change in the proprietorship of the well-known firm of Rudge & Co. The firm has been exceedingly prosperous, and it is stated a dividend of 17 1-2 per cent. has been earned on this season's trading. It seems that it is proposed to make a stock company of the concern, and carry on the business on a still larger basis than heretofore.

In these columns will be found an advertisement of Noyes' "Dictionary Holder." We have one of these in use, and can confidently say that it is one of the most convenient and complete articles of the kind we have ever seen.

FOUR well-known hammock saddles are manufactured by the Gormully & Jeffery Mfg. Co., of Chicago. Send for their catalog if you need anything in this line.—*Adv.*

DINGLEY'S successful attack on the 51 to 100 mile records on one of the Gormully & Jeffery American Light Champion roadsters is worthy of especial notice, as the machine ridden was not a 22 pound racer, but a roadster, weighing some 35 pounds.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalog on application.—*Adv.*

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

One Minute 56 $\frac{2}{5}$ Seconds.

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Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.
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Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and enclosing a stamped addressed envelope for reply.
DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.
APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.
Gibson, Chas. B., 81 Clark st., Chicago, Ill.
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WANTED—A Tandem and a Sociable for experimental purposes. Won't pay over \$125. State make, condition of tires, bearings, finish, wheels, etc. Address "EXPERIMENT," 206 Temple court, N. Y. City.

FOR SALE—A 54-inch Victor Bicycle. This machine was bought by the present owner in July, 1886; has not been injured in any way; is in first-class condition, and will be sold cheap for cash. Those who mean business and want a bargain should write to W. W. FARNSWORTH, 29 Garnet street, Fitchburg, Mass.

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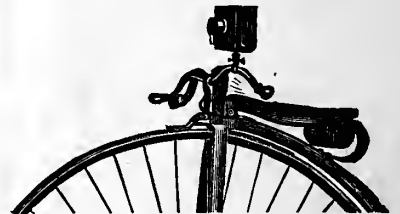
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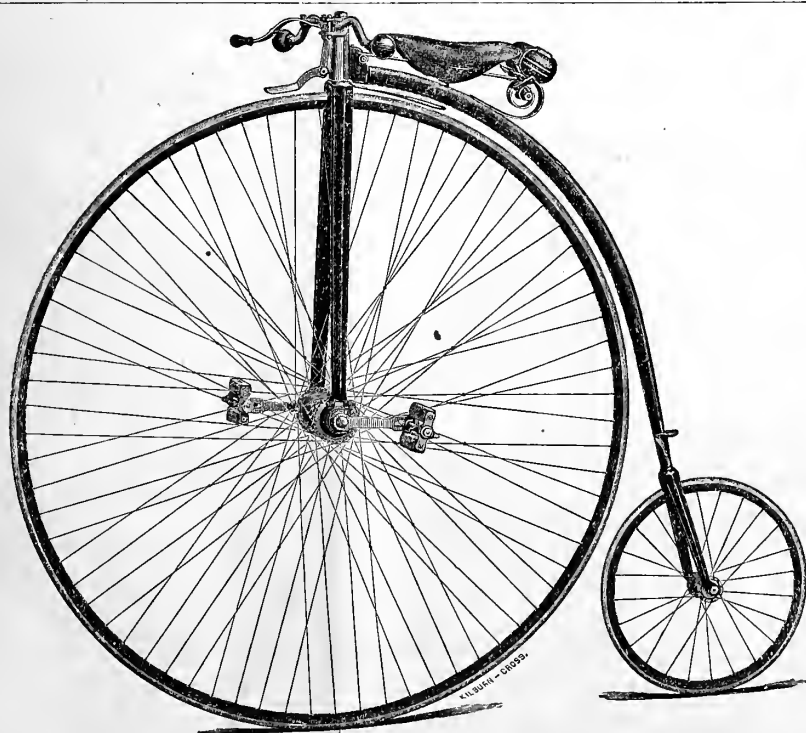
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TRUE TANGENT WHEELS,

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Detachable Tubular One-piece
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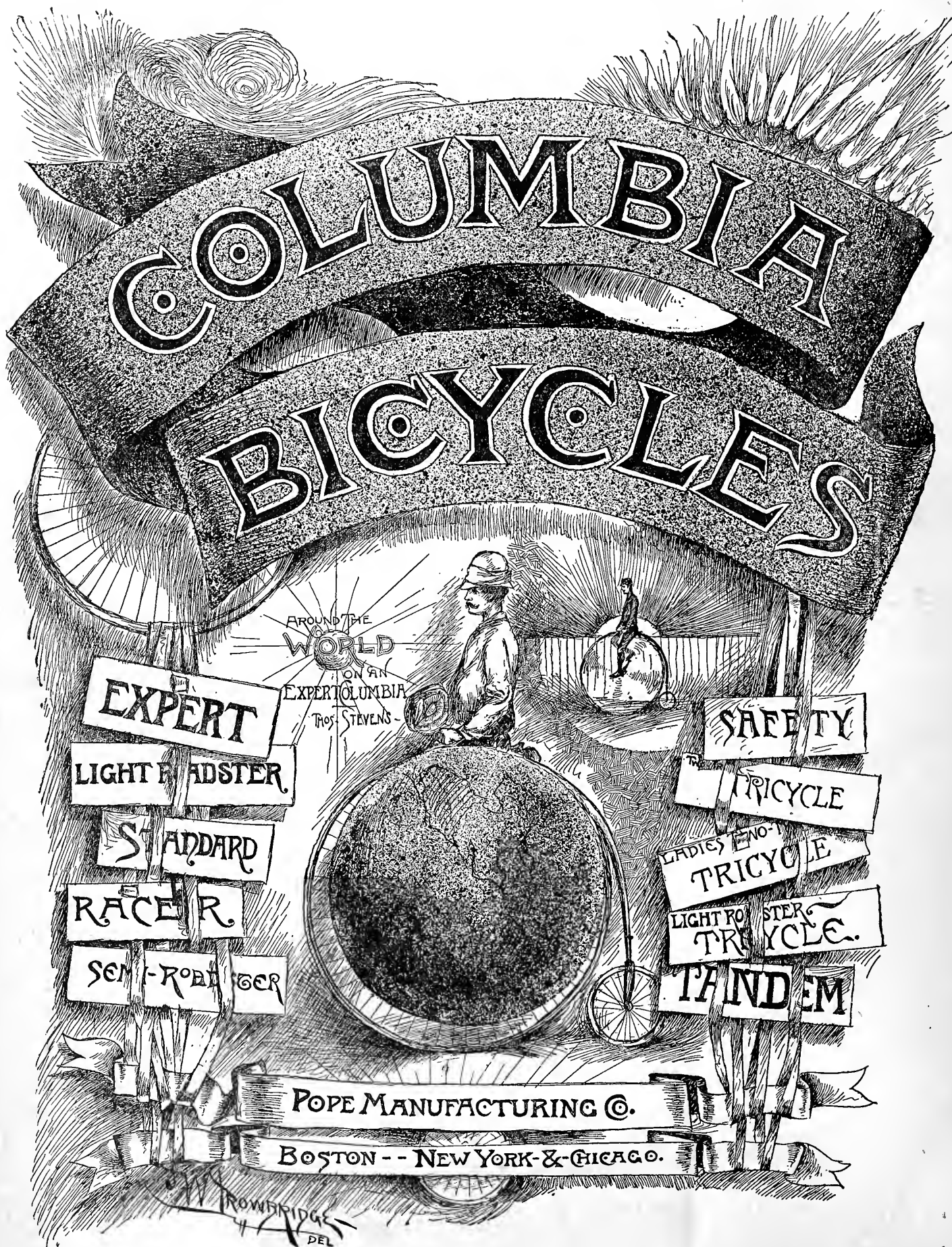
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BOSTON, 7 OCTOBER, 1887.

Volume XV.
Number 23.

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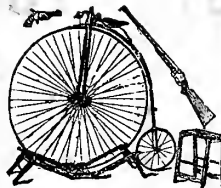
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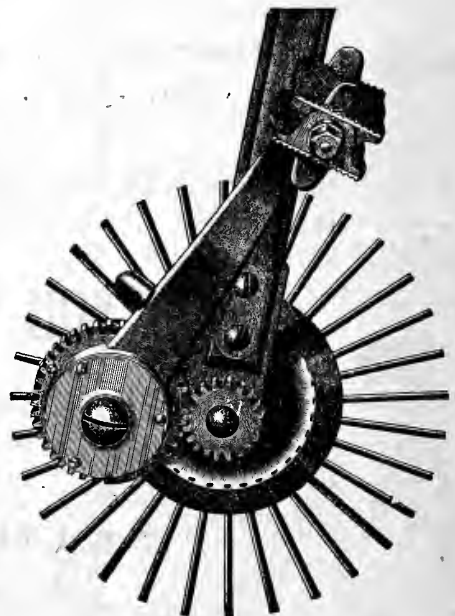
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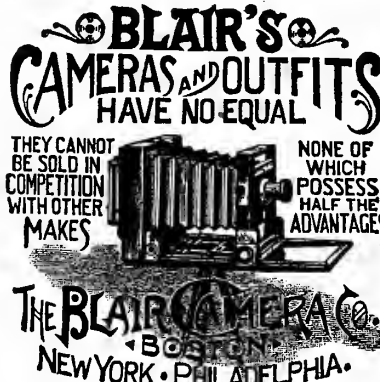
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THE NEW MAIL

NASHVILLE, Tenn., July 28, 1887.

MESSRS. WM. READ & SONS, Boston, Mass.

Gentlemen: I mailed you an afternoon paper to-day announcing our return from the Canadian tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by way of Louisville, Frankfort, Georgetown, Ky.; Cincinnati, Hamilton, Dayton, Marion, Cleveland, O.; Erie, Pa.; Buffalo, N. Y., to Falls. Entire distance by Butcher Cyclometer 862 1-4 miles. Also rode 183 miles on the New Mail before we started, making 1045. You must know

we had some terribly rough roads on our trip; over one hundred miles rough dirt road in Northern Ohio; rough, old worn out pikes in Kentucky; plank roads, sand roads, tow paths, water-washed side paths; rutty, hard-dried clay roads—in fact every kind of road you could call for.

The New Mail cost me exactly 5 cents for one quart of benzine for cleaning.

We had a little over 12 riding days, making over 70 miles average. Entire time to Falls 19 1-2 days, stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly,

ED. D. FISHER.

WM. READ & SONS,

107 Washington Street,

BOSTON,

MASS.



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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 7 OCTOBER, 1887.

HEREAFTER where races are run under League rules, intentional slow riding is sufficient to call the race "off," even if no special notice to contestants has been given. This rule ought to have the salutary effect of making the chronic loafers stir their stumps and ride for time. The rule is a good one, but we do not think it should, in justice, be applied to cases that anti-date the action of the Racing Board. Give a man warning and then we are in for any stringent rule that will insure better and more sportsman-like racing, but, as in the case of the St. Louis men, we still think that the ruling out is not fair. At that time there was not any such rule, hence it could not be applicable. But now it being a rule, let those who have practiced the jockeying methods have a care, or their "wins" may pass for naught.

UNTIL early this week we were daily in receipt of dozens of letters relating to route checkers and other information in regard to our proposed road race, and we are fully satisfied of one thing, that by the time of proposed start, October 10, we would have had a most thoroughly organized corps of checkers, and a plain well-defined route. We also are convinced that a race of this stupendous proportion could be most satisfactorily carried out. All through Western New York, Ohio, Indiana, and Illinois the most wonderful interest has been evinced, and enthusiastic support been generously offered us on every hand. It is in view of the grand possibilities that causes us the most poignant disappointment at the miscarriage of our plans. Never before have we had the quotation:

"The best laid plans o' mice and men

Of gang alee,"

so forcibly and disagreeably illustrated to us as in this experience.

DR. W. G. KENDALL was unanimously elected to the office of First Lieutenant of the Boston Bicycle Club, in place of Theodore Roethe, resigned. The club is the recipient of an elegant album of photographs taken by the doctor. The collection is the joint gift of Dr. Kendall and W. B. Everett.

THE Boston Club's "Tally-Ho" run of Saturday and Sunday last was a complete success. True it is that the rain and miserable roads put a damper on the wheeling division, only three members cycling out, but nothing could dampen the ardor of the twenty members who filled the coach. If any one was inclined to feel despondent at the dreary outlook, the exuberant spirits of the others, and the merry tooting of Tom Henry's cornet put them in good humor, and made them as happy as the rest. After a good dinner with the usual post prandial exercises, a musical and dramatic evening was enjoyably passed. A trip to Ridgehill Farms and the return to the city occupied Sunday, and ended one of the most pleasurable trips Captain Whitney has engineered.

MR. CHARLES C. RYDER has been elected to the office of Secretary of the Massachusetts Club, in place of W. M. Farrington, resigned.

THE Dorchester Club has just moved into their new quarters at the corner of Neponset and Adams streets. This club will be represented in the Eastern Road race by Doane, Benson and Longwood.

THE *Herald* man states that the editor of this paper was "dumb-founded" when the fact of the necessity of abandonment of the race was made apparent to him. We think if the *Herald* man had been present during that interesting moment he would have found our tongue limber enough.

MR. VERHOEFF of Louisville, Ky., a prominent cyclist of that city, is in Boston for a few days pleasuring. Mr. Kennedy-Child has been doing the polite to the Kentuckian and showing him the beauties of suburban Boston. Mr. Verhoeff tells a good story of how the succulent Child was just a big treat for the Kentucky mosquito. It seems that a party of jolly cyclists sailed down the O-hi-o intending to revel in the dissipation afforded by a bang-up picnic. All of the party were native or acclimated Louisvillians except poor Kennedy; the result was that when the grove was reached the *culex* for miles around rendezvoused on the Anglo-American's body and had a picnic on their own account. The poor victim assured us that for appetite, size and persistency he will back the Kentucky mosquito against the universe.

POUGHKEEPSIE TO THE FRONT.

In these days of elegant appointments in club houses it takes something very "fine and large" to attract notice. We think, however, that the following description sent us by Mr. F. Bourne, Secretary of the Poughkeepsie Bicycle Club, rather tops them all. The rooms were fitted up by George D. Eighmie for his private use, and no expense was spared to make them absolutely perfect in convenience and elegance. They front on Catharine street a short distance north of Main.

MASSIVE OAK DOORS,

with upper panels of the most expensive stained glass, flower design, open into a hall with straight easy stairs leading to the upper rooms. The stairs are of oak, having highly polished risers of birds-eye maple. At the landing you enter a square hall furnished with doors opening into every room in the suite. The ceiling is arched and oddly frescoed, a colored glass skylight at the apex. The floor is of chesnut and cherry, and a birds-eye maple wainscoting ornamented with an oak rail surrounds the room. The side walls are decorated with buff felt. In the upper panels of all the massive oak doors and at the top of the posts are carved cat-tail designs. The furniture of the hall consists of an antique oak registry desk with a heavy plate glass mirror.

THE BILLIARD ROOM

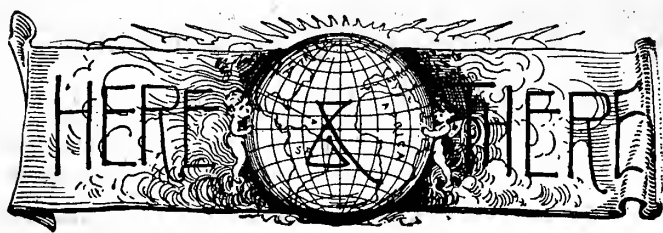
is to the north. The floor is of chesnut and cherry. A handsome billiard table stands in the centre. It is all finished in white and yellow pine. Two windows open on Catharine street. The lower parts are heavy plate glass, and the upper stained glass of wondrous design. All the windows in the entire suite of rooms are made the same way. The upper panels of the doors are relieved by carved flower pieces cut bas relief from pure white holly. A bath room complete with all modern appointments opens from this room. South from the billiard room is

THE CARD ROOM.

The prevailing tint of paper is gold, the ceiling is arched, and hand painted in oil to represent the lattice work roof of an octagonal rustic arbor, with creeping vines and flying birds. The parlor is probably the most magnificently furnished in the city. Mr. Eighmie is reported to have

EXPENDED \$5,000 ON IT,

keeping the wood for months before using it and employing only the best artists in the country to decorate it. The painting on the arched ceiling costing \$2,000. The walls and ceiling are panelled with cherry mouldings finished in oil. (Cherry alone is used throughout the room.) At the east and west ends the panelling is interrupted by massive plate glass mirrors, making the room appear double when one glances in. On the south side is a cherry mantle of very pleasing design, surmounted by another huge plate glass mirror having on either sides small shelves. The arches from the side wall to the ceiling contain ten designs in oil. The wainscoting is carved cherry containing panels of mirror or carved designs. In all the rooms are handsome brass chandeliers. Opening from the parlor is a balcony and summer house. The club has about forty members, the officers being: H. W. Bullard, president; A. N. Shafer, vice president; F. Bourne, secretary; G. T. Cluett, captain. The club took formal possession of this magnificent home last week, Friday, and gave a fine reception on that occasion.



ENGLISH LETTER.

"SENATOR."

THE people of Wales are very enthusiastic patrons of sport, and a more charming country would be hard to find. The coast scenery of Leith, and in fact, North Wales, is, for wild grandeur and ruggedness, a deserved tribute from nature to the descendants of Llewellyn and the ancient Piŋts. The Welsh tongue is, however, very little spoken in the large towns, such as Cardiff and Swansea, the influx of English traders making it absolutely necessary that the Cymrii language be dispensed with. Cycling has always received good patronage in Wales, and therefore it was no great wonder that Swansea turned out the largest "gate" on record during the visit of the American team, the manager of which is a descendant of the early pioneers of "Piŋdom." The leading amateur Welsh cyclist is Mendy Parry, of Swansea, son of Dr. Parry, the famous Welsh opera composer; and, strange to say, Mendy was born in the State of Pennsylvania, near Wilksbarre, so I suppose, according to recent theories advanced by modern cycle writers, Parry must necessarily be a "Welsher." The tracks in Wales are not calculated to inspire you with a record-breaking fever, as poorer tracks would be hard to find. There is one, however, in Cardiff, a city of one hundred thousand, and a shipping port second only to Liverpool in point of mineral export, which can boast of a good half-mile gravel track, but being owned by a noble Marquis, who is not over favorable to cycling, meetings are of rare occurrence on it; 2.42 is the track's record by a second-class man. The "Yankee" team appeared in Swansea, Tenby and Newport, and the people had the satisfaction of seeing some good sport, and the attendance was really grand.

FURNIVALL came out of his shell a short time ago, and the dust has been flying from his back wheel for the past month on the famous track of the Crystal Palace, London, where Speechly made his famous 2.35, some two summers ago. Charles Wilson is trainer to Lacy Hillier's stable of trotters, (I mean cyclists), and so good has been G. L.'s advice and Charlie's attention, that the old Springfield favorite wins the Surrey Cup outright, being three wins straight. Something like Springfield enthusiasm was manifested, and Mr. George Atkinson (*Sporting Life*), and Mr. McCandlish (*Wheeling*), tells me the ten thousand people were all excitement from the start to finish of the ten miles, and a perfect roar of applause greeted Osmond, as he pluckily dashed record after record (for grass) on his Invincible racer, and the way he fought "good old Furny" the last lap, stamps this greyhound-like Londoner as a future bad one for scratch men to look after. From a commonplace rider under Mr. Hillier's care, Osmond, in one season, has jumped into the front rank of the fastest English riders, and if he did not do all the "donkey" work, he would make Furnival, Illston, Ball & Co., look to their laurels in the sprint.

THE race for the Kildare cup at Lillie Bridge was set down for decision yesterday, but owing to the non-arrival of a wire promised me, I have not, up to present writing, been able to learn who captured the cup. Furnivall, Illston and Osmond were down as starters, but even with the latter opposition, I would lay a bit on Furnivall to pass the post first (at the finish), as the Berretta man won't make pace, and possibly therein lies his success, as up to now all successful winners have been men who won't do their share of the "donkey" work.

I RAN up to London from Wales last Tuesday, and find that every time I visit "Modern Babylon" finds me more in love with the city. Fleet street commences to look a bit sacred, and why not? It is the great newspaper spot of the world, and more genial, good fellows connected with the press would be hard to find. In the *Sporting Life* office Messrs. Atkinson and Richardson greet you, and at any time you can meet with the leading sporting lights at 148. A few doors below is *Bicycling News* and the *Cyclist* offices, presided over in the former case by Messrs. Harmsworth and Kelly, and occasionally George Lacy Hillier drops in with "copy," but the little jokes and light sarcasms with which the United States cycling press ruffles its feathers over sometimes, is in my opinion the work of the

"staff," and not G. L. H.'s. Genial "Papa" Nairn, just back from a trip to the Continent, radiant with good health and good nature, sat on a stool in "Bower's," quaffing a glass of good old port. Everybody knows "Bower's." It is the great centre of cycloedom in the Fleet street district, and is liberally patronized by the friends of the famous road rider of the above name. *Wheeling* is also on Fleet street, and who hasn't heard of *Wheeling* and its merry crew. Several things called me to London. One was to sign articles for a six-day race to take place in Royal Agricultural Hall in November, but the exact nature of the proposed contest is at present undefined, although it is possible a six-day—cowboy horse riders on one hand, and champion long-distance cyclists on the other—may take place, that is if the proprietors of the "Wild West" will back their men. Another reason for my visit was to sign an agreement with W. S. Maltby, who has just returned from a tour around the world in "trick" riding. The idea was for Maltby, who is (real American, please note,) Connecticut born, now to take R. Temple's place, (also American born,) and who was about to return home, but on my reaching Coventry next day, and meeting the "festive trickster" (who had journeyed from Ireland,) and Woodside, who had been billing an engagement with a lady-love in Scotland, the Chicago boy declared this country was good enough for him, and that he intended staying another six months, so the "great American team" will trade under the same style and firm as before. The season here is rapidly drawing to a close.

WOODSIDE is going well, and meets Howell in a ten-mile lap race October 1. The boys (Woodside, Temple and Morgan) will continue their training at Leicester next week—Woodside riding in the 50-mile championship there on Saturday next. The set day engagements of the American Team are, Waverly Market, Edinburgh, October 24 to 29; London, November 7 to 12; Newcastle, 21 to 26; Halifax (possibly), December 5 to 12.

I SAW Howell on Thursday last, and the champion is once more getting into shape, but he says he will want two months before he meets Rowe—if he comes—and report says he is on the way. The general impression here is that Rowe's manager's idea is to force Howell into a hasty match, being under the impression, from reports, that he is in poor form. His present form of course is fifty per cent. inferior to that of last spring and summer, but you can lay odds that he won't meet Rowe (if he does at all this year) until he is fit and well, and when he does, I'll stand the Englishman a few pounds to win—patriotism out of the question.

RALPH TEMPLE's fifteen wins in succession inside thirty days, and twelve of them being under 2.40, stamps the "modern wonder" as a possible future champion of America. With pacemakers he can beat anything for a mile ever done.

SINCE penning the above my telegram has arrived, and I can scarcely believe my eyes as I read: Tremendous crowd; Osmond first, Furnivall second, Illston third. Of course this refers to the Surrey meeting. Ha! ha! so Mr. Hillier has come to my way of thinking, i. e., a man who does all the pacing can't win? The report of the papers state that Osmond adopted different tactics, and did no pacing of any account until a lap from home, when he left Illston, drew level with Furnivall, and with tremendous power lifted his 58-inch Invincible by "Furny" and his Humber, and won a splendid race. Illston was clearly outpaced—but I'm inclined to think the Speedwell lad is gone a little stale, as his work this season has been most brilliant.

THE tour of the European team, which consisted of Medinger of Paris, Dubois of Bordeaux, Eole of Belgium, H. O. Duncan of Paris; the latter is an Englishman or Scotchman, and a residence of ten years (more or less) in the gay French capital has given him all the peculiarities of the "frog eater." Howell was included in the team, which was backed by a large cycle firm, but even with those advantages the tour proved a disastrous failure, and the team disbanded practically and returned to Paris, being several hundred pounds out. Duncan is a most capable man, but through various causes the people did not see their way clear to patronize them—a fact to be deplored, as the team was composed of smart, intelligent men, and fast, too.

IT is quite on the cards that the American team will meet two of the Europeans inside a month's time, and according to public form the races should prove good ones, as the Europeans are credited with speed and good judgment.

THE N. C. U. shows unmistakeable signs of dissolution, and the main prop, King Todd, deserting them in their hour of trial, will prove the knock-out blow, I'm afraid. The policy of the N. C. U. has not at all times been one of the most intelligent, according to my observations in racing circles, and the crash will come sooner or later.

THE team of British-Continental riders for the States next year is now being made up.

Coventry, Sept. 19, 1887.

NEW YORK. No sooner does any well-known club for any reason drop a name which they have made in any way famous in the wheel world,

"THE RAVEN."

than it seems as though clubs, so-called, spring up in every direction to secure it, thinking it easier to sail under the glory of borrowed plumage, than to take a new name and carve out for it by hard work a reputation of its own. This at any rate seems to be the case with the honored title left vacant by the Ixions through their entry into the New York Club. I have heard of no less than three different collection of individuals within a radius of twenty-five miles who have started so-called clubs under the title of Ixion. It is but a poor compliment they pay the intelligence of the wheeling fraternity at large, when they expect them not to recognize the ass in the lion's skin, they thus attempt to parade before them. Clubs are known by their deeds not their names, and it would have been a more courteous plan for these riders to have let the honored name of the Ixions untouched, and chosen for themselves a new instead of a second-hand title.

JAMES B. ROY, treasurer of the New York Club, has purchased a residence on West End avenue, only one block from the new club house site, a fact that is not altogether relished by the dilatory contingent, who can thus no longer be able to dodge the treasurer so easily as heretofore.

TALK about the L. A. W. fights over the amateur question, but it isn't a marker to the one now going on in the N. A. A. A., the association which was the original promulgator of amateurship in America. A split, headed by the New York Athletic Club, has combined with some naval contingent in Philadelphia, and started a new association of their own. Yea, verily, we amateurs are a belligerent body!

YOUR projected race from Boston to Chicago has stirred up athletic circles here, and caused them to seek for something of the kind for themselves. This feeling has taken the form of a projected road race afoot between here and Philadelphia, in which the Olympic Athletic Club, of which the editor of the *Wheel* is a shining light, will furnish the contestants. The referee is to follow the race upon a bicycle.

MESSRS. HARRIS and Egan, who have rooms in the club house of the Ixion Club, were the heroes of an exciting burglar hunt on Saturday night, which wound up in their transferring to the tender mercies of the police the offender, who, it appears, was an ex-janitor of the club, who no doubt, underestimating the bravery and vigilance of these gentlemen, had secured an entry into the club house for the purpose of levying a forced contribution upon the club, in the shape of an appropriation of anything valuable and portable.

THE games of the New York Athletic Club, which are held upon the "rain or shine" plan, took place on Saturday. The track, from a three days' continuous rain, was hardly in record-breaking shape, and the old scythe bearer for once did not tremble for the defeat he usually expects whenever a wheelman runs against him. E. Irving Halstead finished first in a two-mile handicap, from 150 yard mark, in 7m. 14 2-5s.; E. C. Parker, same club and mark, second. The contest was the most absolute pot hunt, and neither interesting nor exciting.

I SEE now that the "parade fiend" has fastened upon Central Park as a proposed scene for his future exploits. Parades at best have long outlived their usefulness, and should not therefore meet with encouragement. Why should we, as the riders or drivers of our vehicles (the bicycle) parade any more than the car drivers, hackmen or truck drivers? The feeling among the more prominent New York clubs is decidedly against any such peurile performance, and without their support no success could possibly be secured. Laying all of this aside, however, we come to the most convincing argument of all: No permit for any parade of this or any other nature will be issued by the Park Commissioners, and that settles once and for all, any further useless prattle of parading in Central Park in honor of the passage of the "Liberty Bill." Allow me to offer a suggestion to the promoters of this parade idea, one of whom estimates that there would be fifteen hundred wheelmen in line. To attend this parade it certainly would cost an average of 50 cents for each wheelman for expenses in showing his overflowing delight at the victory of the New York State Division and the "Liberty Bill." Now instead of thus foolishly, like a lot of children, spending this sum in vain display, let each wheelman send his little 50 cents to Chief Consul Bidwell, to help defray the

expense of gaining this freedom for him, and the result will do him more credit than any parading would. As Mr. Bidwell has not received any remittances from about ninety per cent. of city wheelmen for this purpose, I think my idea is a good deal better than that of the paraders.

NOTES FROM

"BOOMLAND."

AGREEABLY to promise, I herewith send you a few paragraphs regarding cycling in Boom City, alias Los Angeles. Los Angeles has a bicycle club which, though small in numbers, is a very active one. It is a League club, and its members are all wheelmen. The club has given several local race meets, and with quite successful results.

IN fact, there is big money in race meets here, provided there was the one great essential,—a good track and an easily accessible one. The club here has to give its race meets on a track owned by an agricultural association. The park is four miles out of the city, and the racing is done on the trotting track, which is a mile course.

THE managers of the association, like another not over one thousand miles from Springfield, of which I have personal knowledge, enact the part of hogs, in that they want exorbitant prices for the use of their track, and even then will not allow a portion of it to be prepared for bicycle racing. The wheels must use the same surface as that for trotting.

DESPITE these discouragements, the club, as I have said, has indulged in several very successful local race meets. If their members were as rich in wealth as they are in enthusiasm a tract of land would be purchased in the city and a bicycle track fitted up. I am told that if a good half-mile track could be secured, centrally located, money could be coined on race meets. The people here are dead stuck on bicycle racing, and for a while, at least, would stand two or three race meets a month.

THIS statement applies more particularly to the winter season, as then the city is more than crowded with sight-seers, all of whom have an inordinate craving for amusements.

IF Rowe, Crocker, Neilson, Rhodes, and others of the cracks were to come out here they would strike it rich, but alas! there is no track for them to race on. People here, of course, have never seen the big riders, and they would accordingly draw immense gates. The fastest time ever made here is 2.58, which, considering the poor track, is called very good. R. C. Woodworth is the crack rider here, and, in fact, for almost all Southern California. Mr. Woodworth is an enthusiast, and has done a great deal to boom cycling here. Although the local champion, he wears his honors modestly, and has yet to suffer an attack of big head. In fact, he is a wheelman to the backbone of his wheel, and likes to knock out a good day's work on the road as well as on the track.

TO the timid wheelman Los Angeles offers very little inducement (especially just now) to indulge in that pastime of all pastimes; in fact, there is the greatest discouragement offered. The reason is because of the condition of the roads.

IT is now the bad season here for wheeling. It is the time of year when there is considerable heavy teaming done, and the roads are consequently badly cut up. For about two months in the year wheelmen, unless especially rugged, refrain from the use of their machines. August and September are the aforesaid months.

TO an Eastern wheelman the roads present a frightful and frightening appearance. Great cradle-holes or thank-you-marms rise abruptly before one, and in my opinion it is absolutely unsafe to ride the streets after dark, even by experienced wheelmen. Stars and safeties ought to thrive here, and indeed, the Stars do greatly preponderate, as near as I can ascertain.

IN winter, however, the roads are almost in ideal condition. The rains dispose of the dust (which at present rises in blinding clouds), and the nature of the soil is such that, after a rain, the roadways present almost the hardness and smoothness of a race track.

WINTER is the cyclist's season here. Then the climate is such that any one who owns a wheel cannot resist the temptation to indulge in an hour's ride (or more) for the exhilarating effect produced. No other tonic than the glorious climate is needed. The climate also makes it possible for racing men to keep in training the year round.

I FORGOT to say that there is a track nearer in town which is sometimes used for race meets, but the boys don't like to patronize it very much as it is a seven-lap track, and no fast time can be made. If the Eastern professionals want to pool their issues, form a syndicate and buy up a tract of land here, buying enough so as to sub-

divide a portion of it, they can realize enough from the subdivided portion to pay for the whole investment. It's a big spec, but it would take big capital.

BUT I'm afraid I have exhausted the editor's patience, as well as his space, and will therefore give him room enough to print my signature, right here.

HOWARD P. MERRILL.

SUNSHINE has come at last, and a welcome visitor it is, as after having rain for six out of the past seven days we had almost despaired of its clearing at all. The streets and roads are in a horrible condition, and riding with any degree of satisfaction is next to impossible. The sun will have to beam warmly for a week at least to put our thoroughfares in half decent shape.

THE Union County Wheelmen think of running another five-mile road race week after next.

THE Maplewood Athletic Association will hold an athletic meeting at South Orange on 15 October.

A CYCLING and athletic ground is to be laid out at Bergen Point, near the Bay bridge, to accommodate all branches of sport, and the ground has been purchased for \$25,000.

ALTHOUGH the sun was shining brightly, the thousands of spectators were amazed to see a Scotch mist at the instant the saucy Yankee sloop crossed the winning line on Tuesday.

IN reading over Karl Kron's letter in your last issue, I ran across one statement which is a stunner. It is, "the editor of the *Bi. News* is not an imbecile." Has K. K. any proof to substantiate such a rash assertion?

E. I. HALSTEAD, Harlem Wheelmen, won the two-mile bicycle race at the N. Y. A. C. games on Saturday. He started from the 150-yard mark, and made the distance in 7m. 14 2-5s. E. C. Parker, same club (150), was second.

SATURDAY, Oct. 8, the ten-mile championship of the Elizabeth Wheelmen will be decided on the Irvington-Milburn course, and the first four men to cross the line will constitute the club team for the fall road race of the Alphabetical Association.

So Kluge, the former "King of the Star," has at last been placed in his rightful position among the amateurs. It was a long while in coming, but never mind, Charley, "it's better late than never." Before long we hope to see Charley on the machine which he chased Geo. Weber over the Clarksville course.

It has been announced that the Ilderan Club of New York will have a century run Sunday, Oct. 9, and that on the 16th they will decide their ten-mile championship on the Irvington-Milburn course. I hope sincerely that the latter date is not correct, as under no circumstances will a Sunday race be allowed on the course.

THE Cycling Association has made arrangements by which all the games of the O. N. T. Football Association will be played on their grounds at Roseville. On November 8 the grounds will be occupied by the combined Y. M. C. A. of New York, Brooklyn, Jersey City, and Greenville, for their annual athletic meeting.

THE Monmouth Wheelmen have elected the following officers: President, J. J. Kleine; vice president, J. Dunbar Throckmorton; secretary, Charles De K. Riker; treasurer, John Dennis; captain, John Mount; lieutenant, Joseph McDermott; bugler, Andrew Coleman; executive committee, J. J. Kleine, J. D. Throckmorton, Charles Riker, William Mount and Riviere H. Sneden; racing committee, Dr. George F. Marsden, Dr. Edwin Field and John B. Bergen.

LAST Tuesday morning, although the clouds seemed to be trying their best to give the earth a bath, a number of members of the Orange Wanderers, Bloomfield Cyclers, Passaic County, and Montclair Wheelmen, left Bloomfield at 7 A. M., and pedalled to Elizabeth. Being joined by the Elizabeth Wheelmen the party went by train to Bergen Point; crossing the ferry to Mariner's Harbor wheels were again mounted, and the ride resumed to Fort Wadsworth, from which point they had the pleasure of seeing the Volunteer pilot the bonny Scotch cutter over the inside course of the New York Yacht Club. Being American to the *back-bone* they were more than pleased at the result.

THE probable winners in the fall road race are being talked over, although it is a difficult matter to name them with any degree of certainty at this early date, the active training not having begun. As soon as the course is in proper shape the boys will go to work in earnest. The chances of course are in favor of Kings County, al-

though there is no earthly reason why the Hudson County Wheelmen, with two such men as Stenken and Baggott for leaders, should not turn out a winning team. The club has first-class material and plenty of it from which to complete a team. The Elizabeth Wheelmen also have a good foundation on which to build, and the Union County boys can find a dozen from among whom to choose a staying quartette. Comparisons as to winning chances, however, will have to lay over until the teams get down to solid training.

RECORD OF THE WEEK.

WE notice in the last issue of the *Bulletin* an account of the record ride of Dingley, and this account credits the "Champion" man with the American record from 37 to 50, and the world's record from 51 to 100 miles. We do not see how the record of 37 to 50 belongs to Dingley. F. F. Ives holds these figures, if any of the slaughtered records made at Springfield last year stand. None of Rowe's, Rhodes' or Ives' were run strictly in accordance with the A. C. U. rules, but that the times claimed in every instance, were made, no one questions. The officials of the A. C. U. were present in full force; only the seven days' notice had not been given, hence on a technicality the A. C. U. could not give its official acceptance. We are open to conviction, but we now think that our esteemed contemporary is wrong in crediting the American record from 37 to 50 miles to Dingley.

BY the way, we hear it rumored that F. R. Osborne, an English crack, will have a go at Billy Rowe's list of gilt-edged records.

PRINCE WELLS lately made ten miles on a unicycle, sans everything save wheel, pedals, forks and handle-bar, in the remarkable time of 59m. 45s.

ANOTHER lamb back into the fold and companionship of the truly good and pure. This time Charlie Kluge, the Star, but still later King bicycle rider.

CONGRATULATIONS will be in order soon, and W. A. Rowe will be the recipient, as he is to take into domestic partnership a charming young lady of Lynn.

CINCINNATI takes a progressive step, and now allows her wheelmen to ride in the public parks. One by one are we pressing down the barriers of prejudice.

PIEDMONT, GA., is to have some interesting racing next week, Oct. 13, 14, and 15. Entries closed Oct. 5. There are twenty-six events on the programme.

A ROAD race from New York to Philadelphia is talked of in New York. The *Wheel* we hear is to take charge of the details. We wish our contemporary all success.

CHARLES CROSBY had a picnic at Brattleboro', Vt., during the late races held there. He started three times and won three firsts. It proved a "quiet corner" for Charles.

THE local clubs of Kansas City, the Outing Cyclists, and the Kansas City Wheelmen, talk of consolidation. One big club is all that city can support; so says our authority.

WE are in receipt of an excellent photo of R. Temple, taken in London. It represents the "merry little Yankee" in a business suit and a straw hat; "quite English, you know."

A MORE disappointed lot of men than those composing the "Champion" and "Springfield Roadster" teams could not be found when they heard that the great race was "off."

DR. EMERY started for St. Louis Tuesday evening; he intends stopping in Washington a day, and arrive in St. Louis Friday evening, where the boys are waiting to give him a hearty greeting.

It is refreshing to read of the financial success of meets once in a while nowadays. The statement that in the Hartford meet the managers cleared nearly \$650 is an oasis in the general desert of loss.

PROVIDENCE and Pawtucket, R. I., cyclists are all agog over the proposed boulevard between these two places. Every effort will be made by the local riders to bring about the consummation of the proposed improvement.

THE Albany wheelmen at their recent tournament netted over \$200. This, after paying all expenses, is a good showing. The Albany men did not stop at expense, when the comfort or entertainment of their guests came into question.

FRANK EGAN's suggestion that an alumni of cyclists be formed by the ten-year veterans of the sport, is a good one. The requirements of membership is that a man should have been a cyclist for

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CONSIDER THESE POINTS.

- The QUADRANT** led the way with the large steering wheel and its success compelled others to follow.
- The QUADRANT** led the way with a **rigid** steering wheel—a "sine qua non."
- The QUADRANT** led the way in the proper distribution of riders' weight.
- The QUADRANT** led the way with a central geared axle and with a long bridge over the axle.
- The QUADRANT** never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an automatic spring, nor any such past and passing contrivances.
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- The QUADRANT** has done a mile ON THE ROAD in 2 min. 38 sec.—never yet approached. Has won every hill climbing contest it ever entered, notably the great Weatheroak contest, in which it finished 1st, 2d and 3d against Bicycles, Tricycles and Safeties. It holds the United States road record, 50 to 100 miles, done on a roadster—the 5-mile 1887 championship of England, and has won innumerable contests at home and abroad.
- The QUADRANT** is made by a firm who manufacture no other machines but Tricycles, who pay their men by the week (no piece work), who take pride in the history and traditions of their machines, hence its permanent superiority.
- The QUADRANT** is guaranteed, and the machines we import are built especially for American roads, possessing elements of strength to be found in no other machines.

No. 8 for Gentlemen.

No. 14 for Ladies.

No. 15 (Tandem) for either or both.

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SOLE IMPORTERS.



NEW RAPID LIGHT ROADSTER.

THE NEW RAPIDS

Roadster, Light Roadster and Safety,
(Rover Pattern)

with the original and only perfect

TRUE TANGENT WHEELS,

Extensively copied, but never equaled.

Detachable Tubular One-piece
Handle Bar,

Warranted not to work loose.

Hollow felloes—6-in. cranks—square
rubber ball pedals—black rubber tires—
T., Pear or Spade Handles. Single
ball bearings both wheels.

WEIGHT:

50-in., Roadster 40 lbs. Lt. Roadster 36 lbs.

Warranted Interchangeable

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A BICYCLE RIDER MUST ♦ HAVE ♦ SUNDRIES.

Having realized that fact, we have made a specialty of this department, and now manufacture

THE MOST COMPLETE LINE OFFERED---EMBRACING
Shoes,
Saddles,
Lamps,
Oils,
Enamels,
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And many other accessories, as well as Repairers' Tools.

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✍ SEND FOR OUR CATALOG. ✍

Gormully & Jeffery Mfg. Co.,
CHICAGO, - - ILL.

Largest and only Manufacturers in America owning their plant and premises.

not less than ten years. That lets us *out*. We should like to amend the rule of eligibility so that it would read eight years, and that would let us *in*. The scheme further provides for an annual reunion and dinner, the first to take place in Boston.

CYCLISTS round Boston should remember that the Eastern Road Club hold their race, starting from top of hill back of reservoir on Beacon street, to-morrow (Saturday) at 2.30 P. M. The finish to be in front of Nonantum Club House, Newtonville.

THE *Wheel* facetiously suggests the name of Dr. Blackham as checker in our was-to-be road race. The joke of it is, we did ask the doctor to act, and we must admit that the answer was consistent with the worthy gentleman's strong objections to road racing.

THE rough "Arry" element has again been making itself obnoxiously prominent at Chestnut Hill reservoir, and is cause for comment in the daily and cycling press. It is fast coming to the point that decent wheelmen give this rendezvous of roughs the go by.

WE hear that the Victor team are to fold their tents and hunt road records over the smooth roads of Ohio. The record fever has seized the principals of the different teams, and no doubt the dust will fly in the several sections of the country where the "headquarters" may happen to be.

THIRTY members of the Lynn Cycle Club were invited by the Rev. John D. Pickles, of the First Methodist Church, of Lynn, to attend a special service. The subject was the story of Dr. Jekyll and Mr. Hyde. Among other things the reverend gentleman urged on the cyclists the propriety of not riding on Sunday.

THE way the Western cyclists are going for one another is a caution. There is no use talking, the Western cyclist speaks his mind, and couches his language in no uncertain words—Hicks, Darrow, and Rogers, with the *Spectator* man to call "sic 'em!" Cycling literature in the vicinity of St. Louis and Indianapolis bears a decidedly rampagous aspect.

DICK HOWELL is prominent as a great cyclist; he has also won some notoriety as a deft user of his fists, but we did not expect to hear of him as a successful detective. Such, however, is the case; he watched a fellow ply his nefarious vocation of cheating in making change, and after having spotted him twice the gallant Dick handed him over to the authorities.

EVIDENTLY the *Wheeling* crowd and Hillier are out again. Speaking of Mr. Hillier's weakness, when acting as starter, to always lecture men on the necessity of being careful, says: "Surely he (Hillier) must know that he is speaking to men with equal or more experience than his own. Mr. Hillier, however, seems to do his utmost at a race meeting to render himself absurd."

THE astounding story comes from Jersey, that a certain James C. Dowling often takes a morning spin of "sixty miles." Whether this is a "spin" before or after breakfast, deponent sayeth not, but we say that the firm that secures Mr. Dowling's services will do a wise thing. Men who take "sixty-mile spins" of a morning just for fun are not to be sneezed at as possible record smashers.

THE *Globe* of Sunday puts our trials and disappointment at the unavoidable abandonment of the great road race in a very true light. The statement of the causes that led up to the dire fiasco are correct, but they do the Springfield Bicycle Co. injustice, as that firm to the last stood ready to send a team if they could get anyone to ride against. In fact, Mr. McCune advises us that they may send one or two men over the course for record anyway.

THE October number of *Outing* comes to us, and for the first time in many months we miss the regular article from Tom Stevens. We smelt some kind of trouble in the atmosphere some weeks ago, and then spoke of our premonition that something was off in the editorial make-up of *Outing*. Judging from the present number of that magazine, cycling will have a poor show in its columns. As we before queried "oh dear, what can the matter be?"

THE *Wheel* plumes itself on the fact that it published "two weeks" before we did the news that a road race from Boston to Chicago was on the tapis. The Boston dailies got or to it despite our efforts to keep it back, and the *Wheel* got its news from that source and printed it just one week, not two, before we did. The enterprise should be credited to the Boston daily papers and not to the *Wheel*. As it turns out we are "sorry we spoke," but our intentions were good, and our work honestly done.

JACK KEEN, the old "war horse" of English cycling, got into a discussion with a gentleman as to the quickness of the modern cycle over the railway, and the result was the following match: Jack to ride a bicycle from the Brighton aquarium to his works at Surbiton quicker than the gentleman who has to start from the same place,

walk to the station, take the first train to Clapham junction, and from thence to Surbiton, then to walk to Keen's works. The bet is only for £10, but several wagers are depending on the result. Keen is at liberty to take any road he chooses, and ride any kind of machine. The distance is about forty-five miles.

WE are pleased to print the following, especially as it comes from the pen of our friend, the *Bi. News* editor: "We do not intend to maintain that Messrs. Morgan, Woodside, and Temple are representative American racing bicyclists, or, rather, we do not look upon them as the fastest riders America can turn out, but we will maintain that they have brought no disgrace upon their country by their British trip, and are totally undeserving of the wholesale abuse showered upon them by their country's periodical (the *Record*). As for the statement made in another portion of the attack, that Morgan runs down American wheels, it is devoid of truth."

A GENTLEMAN called at our office last Monday and reported that Crocker, of the Columbia team, was at the point of death. We at once instituted enquiries and found that the rumor was based on a rather slim foundation. It seems that Rowe and Crocker took a scorch on the roads near Lynn, and as everyone knows, those who follow Rowe when he is kicking the pedals for a scorch have hard work to keep the great rider's back wheel in sight. Crocker, though a great rider, is no exception to the general rule, but he "hung right on." The consequence was a little over-work and a bad cold, contracted by cooling off too soon. Crocker has been quite ill, but he is by no means at the point of death; a piece of good news that all his friends and admirers will rejoice to hear.

ALL sports are kindred, and so the following *mot*, penned by one who loves all sports, will be relished by our patrons:

The Scotchmen built a bonnie boat,
And thought to win the cup,
But General Paine built the Volunteer,
And quickly "did them up."

For Burgess knows a thing or two,
Of keels and rigs and sails;
The Volunteer is just as good
In zephyrs as in gales.

Britannia rules the waves no more,
But Boston in her stead.
Ah, there, New York! Stay there, New York!
D'ye get *that thro'* your head?

THE advent of Buffalo William and his contingent of cowboys in England is having a bad effect on the brawny youths of Britain who, in the good old days, used to depend on the scientific use of their mauleys to protect their persons and resent insults. The "Wild West" method of carrying a barker is becoming alarmingly prevalent, and the cycling press raise a cry of horror and alarm. Can it be that England is becoming Americanized and the United States Anglicized? True it is that east of the Rockies and north of Mason and Dixon's line the use of the revolver as a protector is not so common, but the popular belief in England is that *all* Americans wear high boots and carry a bowie in one boot leg, and a barker in the other. We are sorry to disillusionize our English friends, but this is not a true picture. An eyeglass, a check suit, a cockney drawl, and an excellent idea of how to box scientifically, are characteristics of the coming American of the Eastern and Middle States, and so if they desire to ape modern Americans they must at once drop the revolver.

THE cable gave us the information that Lillie Bridge had been looted by a mob; our exchanges, just at hand, give further particulars. We cull the following from *Bi. News*: "The great 120 yards running match between Gent, of Darlington, and Harry Hutchins, for the sprint championship of the world, came to a lame and lamentable conclusion, both the men sneaking out of Lillie Bridge after showing on the track and retreating to the dressing-room. The crowd, having waited for some time, became uproarious, and rushing across the grounds, uprooted the flagstaff, looted the refreshment bars, and finally set the buildings alight in four places. When the attack on the dressing-rooms was begun, no one of the wheelmen made a move to rescue the valuable racing machines stowed away therein, until Messrs. H. A. Speechly and W. J. Harvey, with most commendable pluck, put themselves at the head of a rescuing party, and sailing in, managed to extricate eleven machines. Tyler's tricycle was deliberately thrown onto the fire by the infuriated crowd, and at the time of writing we are uncertain as to whether our 58-inch 'Humber' racer, which we lent to Furnivall for the Kildare cup race, has been rescued or not; suffice it to say an infinity of damage was done and much property destroyed. The daily papers contain full reports of the occurrence, and in most cases note the damage done to the cycles."

WE APPRECIATE IT.

It was an extreme pleasure for us to receive the following letter, which will explain itself. Aside from the generous evidence of good will enclosed, the assurance that they know the race was abandoned through no fault of ours, is a balm that is very gratifying.

BOSTON, Mass., Oct. 3, 1887.

Mr. C. W. Fourdrinier, Editor *Bicycling World*:

Dear Sir—Knowing that you have gone to a good deal of expense in preparing for the road race to Chicago, and that now the race is given up through no fault of yours, we are glad to send you our check for fifty dollars as a contribution toward the loss your paper has incurred. Thanking you for your courtesy and kind treatment in the whole matter, we are,

Very truly yours,

POPE MFG. CO.
Albert A. Pope, Prest.

WOODSIDE DEFEATS HOWELL.

(By Cable.)

LONDON, Oct. 2, 1887. Woodside defeated Howell in a ten-mile bicycle race at Leicester yesterday by one lap. Time, 32 minutes. Temple, at the scratch, won a mile-handicap in 2.45.

TWENTY-FOUR-HOUR WORLD'S TANDEM RECORD.

On September 20 W. C. Goulding and C. W. Brown, of the North London Tricycle Club, made a very successful onslaught on the twenty-four-hour road record for tandem tricycles. The distance covered was 259 miles. Messrs. Goulding and Brown rode a Marlboro' Club, and went over the great north road route. It seems that several attempts have been made to beat the Bird-Marriot record, but until now the efforts have been abortive, as the machines used failed to hold out against the strain. The Coventry can score a victory on this point surely. The best previous has stood for several years, and was 231 miles, held by A. Bird and T. Marriot. The best American record is 202 miles, held by Harry Corey and W. H. Huntley.

ENGLISH RECORDS.

THE N. C. U. have accepted the following records:
Tricycle path.

1-4 mile, flying start,	- - -	0 39 2-5
1-4 mile, standing start,	- - -	0 41 3-5
1-2 mile, - - - - -	- - -	1 22 3-5
3-4 mile, - - - - -	- - -	2 02
1 mile, - - - - -	- - -	2 41 3-5

Made by G. Gatehouse, July 8, 1887.

The claim made by G. P. Mills for the fifty-mile tricycle road record was disallowed, on the ground that proofs were not satisfactory. The claim of E. Kiderlen to the one mile and intermediate quarters at Long Eaton, July 12, 1887, has been withdrawn.

THE TWENTY-FIVE MILE TRICYCLE RECORD.

MR. A. L. BOWER, the well-known London cyclist, took unto himself a large contract September 20, when he undertook to lower the twenty-five-mile tricycle record of Mr. J. B. King. How well he did it will be seen by comparing the following table:

MILES.	BOWER.		KING.	
	H. M. S.		H. M. S.	
21	1 8	29 2-5	1 8	57 4-5
22	1 11	50 4-5	1 12	20
23	1 15	10 1-5	1 15	51 1-5
24	1 18	41 3-5	1 19	11 4-5
25	1 22	5 4-5	1 22	24 4-5

At the time of the successful attempt the wind was blowing very hard indeed, and it looked at one time as if the effort would have to be abandoned. At twenty-three and one-half miles he showed evident signs of distress, and he rode the last mile and a half on pure grit.

THE WINDLE-HOLLINGSWORTH 100 MILE MATCH.

HOLLINGSWORTH FAILS TO GET RECORD.

THE one-hundred-mile match between Asa Windle and S. P. Hollingsworth for \$75 a side was started at the Lynn track last Wednesday morning at 9.45. It was soon seen that Windle had no chance with the Russiaville man, who was doing so well that it was decided to see what he could do at the record. It was a fair day for record breaking; a light wind, and later on a clear sky and warm

sun were enjoyed by the handful of spectators and officials, to say nothing of the riders. Windle had not gone five miles before he showed that he was no match for Hollingsworth, and so withdrew. Nightingale took him in hand for four miles. Then Rowe took him along at a bang up pace, and when on the ninth mile he was 31 seconds ahead of Dingley's time. Rowe was told to slow up a bit; Hollingsworth said, "not a bit too fast, go ahead Billy;" and Billy went ahead at a three minute and better gait. The 20 miles was covered in 1.01.07 2-5, just two minutes ahead of Dingley's time. Rowe pulled off at 24 miles, and Windle took him in hand again for a mile, then Horace Crocker started in and carried him along for three miles at a good pace, and then McCurdy on his Star hit him up at a 3.05 clip for three miles. Crocker again speeded him up and alternated with McCurdy. At 11.30 the sun came out warm and bright, although the wind began to come up a little bit. On the 45th mile he took the first drink and it was evident the pace was beginning to tell on the Indiana man. This mile was run in 3.34 2-5, the slowest mile so far; from this on to 55 miles the time was slow, as he was being fed. At 50 miles he was only 3m. 32s. ahead of Dingley, and it looked as if he would not be able to fetch it as he was running up in the four minutes, but his friends chirked up a bit at he seemed to be going freer for a while, but at 64 miles it became evident that the 100-mile record would stand whole yet. At 65 miles he was only 1 4-5s. ahead of Dingley, and on the 66 miles he was 30s. behind Dingley, so on the third lap of the 67th mile it was decided to stop him, as it was patent that he could not go faster. We think poor judgment was shown in running the man so fast for the first 20 miles. The pace making was uneven sometimes running as fast as 2.56 4-5. Several times it was suggested that the pace be made slower, but he objected, and said he wanted to run as fast as he could while he felt like it. He began to fall behind at about 47 miles and the six minutes lead he had at that distance soon began to fade away, and at 65 miles it was conclusively proven that he could not make it. From 51 to 65 miles he, however, holds world's records, as follows:

MILES.	HOLLINGSWORTH.		DINGLEY.	
	H. M. S.		H. M. S.	
51	2 43	11 2-5	2 45	58 1-5
52	2 47	03 4-5	2 49	17 4-5
53	2 50	50	2 52	50
54	2 54	27 3-5	2 59	14 3-5
55	2 57	59 2-5	2 59	35 3-5
56	3 01	32 4-5	3 02	59 2-5
57	3 05	04 4-5	3 06	26 2-5
58	3 08	34 1-5	3 09	57 2-5
59	3 12	09 1-5	3 13	21 3-5
60	3 15	54	3 16	42 1-5
61	3 19	27	3 20	09
62	3 23	00	3 23	46 2-5
63	3 26	36	3 27	11 2-5
64	3 30	24 3-5	3 30	48
65	3 34	11 1-5	3 34	13

Dingley, however, holds the world's record from 66 to 100 miles, inclusive. Hollingsworth rode a Columbia Light Roadster weighing about 36 pounds.

RACES AT MITCHELL, DAKOTA.

THE results of the races of the second semi-annual meet of Dakota Wheelmen held September 28, 29, 30, at Mitchell, Dak., under the management of the local club, are as follows:

FIRST DAY.

Weather clear, no wind, and attendance very large.

One-mile professional—Stone, first; Bell, second; Healey, third; Wells, fourth. Time, 3.01. Stone and Healey took headers in the first heat and smashed both of their racers.

Quarter-mile amateur—F. Montelius, first; D. P. Long, second; Colie Bell, third. Time, 41 1-4s.

One-mile amateur—F. Montelius, first; Colie Bell, second; E. White, third. Time, 3.08.

Half-mile safety—F. Montelius, first; Colie Bell, second. Time, 1.49.

SECOND DAY.

Quarter-mile professional—Prince Wells, first; Percy Stone, second; W. J. Healey, third; Grant Bell, fourth. Time, 41s.

One-mile professional handicap—Healey, first, 15 yards; Bell, second, scratch; Wells, third, 20 yards. Time, 2.57.

One-mile amateur handicap—Montelius, scratch, first; Case, 60 yards, second; Long, scratch, third. Time, 3.09 1-2.

Two-mile amateur—F. Montelius, first; W. Case, second. Time, 7.37.

THIRD DAY.

One-mile handicap—Long, scratch, first; Case, 30 yards, second;

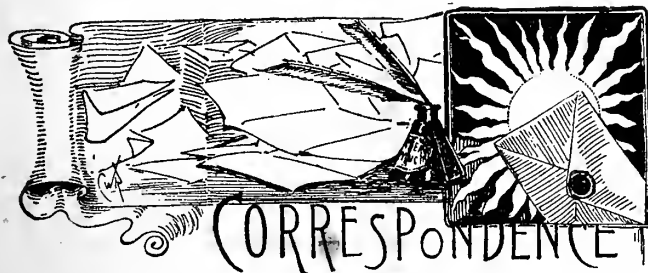
Rogers, 30 yards, third. Time, 42 1-4.

One-mile amateur—Rogers, first; Long, second; Case, third. Time, 1.33.

One-mile, Mitchell Club—Rogers, first; Kibbee, second; Gilbert, third. Time, 3.46.

Five-mile professional—Grant Bell, first, 17.08 1-4; Percy Stone, second, 17.09; W. J. Healey, third, 17.09 1-5; Prince Wells, fourth, 17.18.

The races were held on a quarter-mile track with smooth surface but sharp corners. It has been the most successful meet ever held in the Northwest.



GOING FOR RECORDS.

Editor Bicycling World:—Will you kindly state to the wheeling public in general, and to wheel makers in particular, that we are going to Clarksville, Mo., to try some road records, and hereby extend a general invitation to all comers to make these trials competitive.

We will try these records, commencing October 7th, for ten days. We select Clarksville, Mo., because it is the only place we know of where a rider *must* go the entire distance, without the possibility of a chance to cut off distance; and also because the Clarksville Belt Road has been accurately surveyed and chained, and the distance is positively known, and is a matter of record.

We do not propose to claim records where it is possible for distance to be cut off, or for any question to arise as to the authenticity of the performance. We believe records have been claimed which were not substantiated, and which were not capable of being substantiated, and we do not propose to allow the public a chance to raise any question in the case of our records. Very truly yours,

OVERMAN WHEEL CO.

HE OBJECTS.

Editor Bicycling World:—I am no lawyer; nevertheless, "I object." I object to your paragraphic condemnation of myself, as being possessed of a "petty mind," etc., on the testimony of some one else, and before you have given me an opportunity of saying a word in self-defence. Don't you think it would have been more judicious on your part to have merely printed our friend Karl Kron's letter, and then, before condemning me, have given me a chance to reply to it?

Now, in the first place, I utterly deny ever having said, or even having thought, that the *BI. WORLD* wouldn't print Kron's letter. Secondly, I deny, with equal emphasis "smiling skeptically" and saying, "try 'em with that *Wheeling* item."

These little points, my Dear Sir, I beg leave to point out, are what you are pleased to term Karl's little "idiosyncrasies." The first statement was to make doubly sure that you *would* print the letter in question, and the second was to work in that favorable verdict of *Wheeling* once again.

The most pronounced of all Kron's "idiosyncrasies," you next admit, is the one that urges him to seize upon every available opportunity to work the bicycling press for reading notices of "Ten Thousand Miles on a Bicycle." Now, I have no objection whatever to having him make use of my name in the pursuit of purchasers for his book, provided it is used honestly and legitimately; but I certainly object to being placed in a false position before the editors and readers of the *BI. WORLD*.

The cycling press has always treated me with courtesy, and I should be very loath to have you, or any other editor, believe that I take such narrow views as Kron's letter would lead you to think. If I did, I certainly should never send you this letter, with the expectation of getting it published, seeing that I take the liberty of assigning yourself in it.

I remember very distinctly Kron's conversation with me, turning upon the subject of why newspapers (we were not particularizing the *BI. WORLD* any more than we were the *London Times* or any other paper) seemed more willing to devote space to unfavorable

criticisms than to favorable ones of anything. I had no idea, however, that he intended to stretch his elaboration to the point of making me appear as the fault-finder of the press, and himself as its defender! I object to being placed in any such position; and assert again that Kron's statements as quoted above, are made out of whole cloth.

I have always written favorably of Kron's book, and think it well worth the money he asks for it. That he may succeed in his purpose of selling his 30,000 copies, I most heartily hope. Still, if I might presume to give him a little wholesome advice, it would be, not to risk alienating the sympathy of wheelmen by stretching the tether of his ambition to get free ads. beyond the boundary of courtesy and truth.

Hoping, Mr. Editor, that you will be fair enough to give me this hearing, I am, Sincerely Yours, THOMAS STEVENS.

WHEELING TO PORTSMOUTH.

(Concluded.)

About two miles from the hotel my friend, some fifty yards in advance, came suddenly to a stop, and with hand uplifted towards a banner which was stretched over the road, yelled in his highest tones, "Ecce Signum." I was still nearing the banner, and had just deciphered "Ice-cream, Soda Water and Confections," when to my utter astonishment I saw him jump on his wheel, and with head over handle-bar, dash down the road. Expecting to see at least a brace of bull-dogs at his heels, I pulled up, feeling satisfied that his 175 pounds of solid flesh ought to be sufficient to appease them. No dogs appearing, I pushed along, and when near the sign, descried down the road a horse and carriage, two ladies, a gentleman, and a tricycle. An accident had occurred, it was easy to see. My friend, satisfied that the horse was the only injured one of the party, introduced me with my professional title of Doctor, when I came on the scene. The ladies were really in sore distress. The poor horse, evidently a very old friend of the family, had

BOTH HIS KNEES BADLY BARKED,

and was bleeding freely. I was appealed to; my friend very readily gave me full charge of the horse, while he undertook to lessen the anxiety of the ladies. Seeing that the horse stood on all fours, I quickly diagnosed that his legs were not broken, and in fact, the wounds, though looking very badly, were only skin deep. I so stated, and when I had relieved my friend's anxiety as to the condition of the "mucous membrane," that it was quite intact, he again resumed full charge of the case, assuring the ladies that everything was all right. Among his other wild statements, he attempted to prove that this sad experience would have a beneficial effect on the horse, as without doubt, it would teach him to be more careful when going down hill. He thoughtfully added he hoped he was not too old to learn. When I got a chance to put a word in, I suggested that the horse be led to a stable, and that the ladies accompany us to the establishment where ice cream, etc., were to be had. The ladies, two thorough little gentlewomen, very kindly accepted the arrangement. A boy who happened to show up, took charge of the horse, and the cavalcade marched in compact order, to the ice cream establishment. A casual remark that was made during the march, made it necessary for me to try and disabuse the ladies' minds that horse doctoring was my specialty. I am still afraid there was a "first story," and that, unhappily, goes a long way. We were well in the enjoyment of ice cream and a merry chat, when a carriage containing some friends of the ladies rolled up, in which they were provided with seats. We were thanked, and made quite happy that the assistance we rendered was so kindly appreciated. Shortly after we reached the hotel, enjoyed an excellent dinner, and commenced the return trip, in time to reach Gloucester by dusk. The scenery from Salem to Gloucester, and around Cape Ann, is indeed worthy of all the glowing tributes that have been paid to it. The brightest brain is offered unlimited opportunities to test its descriptive power. On our way to Newburyport we went via Chebacco Pond. The ride is simply delightful, the roads being perfect, but the much lauded chicken dinner at this place, which has somehow or other obtained a reputation,

IS NOT A *YOT* BETTER

than could be obtained at any farmer's house. The landlord knows, as much about running a hotel as my coachman. When we, and a party of six, who arrived about the same time, asked if we could have dinner, his answer came in such a perfunctory fashion I felt certain that every chicken had just gone over the fence, and it was a case of

"Good-bye, our dinner, good-bye."

We did, however, get dinner, and were, by no means charmed. We reached Newburyport in time to be very late for supper, but the

THE FIRST SHOT IS FIRED, GENTLEMEN,

And FRANK DINGLEY makes a big hole in the hundred mile world's record at Lynn, Sept. 22d. He knocks everything, from 51 miles, up.

Time: 5 Hours 38 Minutes 44 1-5 Seconds.

Eleven minutes better than the English track record, and 25 minutes better than the American track record; the latter by Ives on a racing wheel.

DINGLEY USED OUR ORDINARY LIGHT CHAMPION.

THEY ALL SAY THE SAME THING, "THE BEARINGS."

GORMULLY & JEFFERY MFG. CO.,

Chicago, Ill.

manager of the Brown Square Hotel said he knew full well what a wheelman's appetite was, and he would see that we were provided for. He did see to it, and to our entire satisfaction. Next day for Portsmouth. The roads turned out to be so very bad we stopped over at the Boar's Head Hotel, and had some very pleasant experiences there. So much so, that it was late next afternoon when we resumed our journey. We decided that the Hotel Wentworth would do for that day's trip, and on the following day we wheeled into Portsmouth, and telegraphed to our captain that we were enjoying the luxuries of the "Rockingham," and could now pardon his anxiety to have us resting there the first night. Hazlett did give us the correct trip, and we saw all that was worth seeing around Portsmouth. When he found that we were six days on the road, he urbanely asked, "did you have a break-down?" My very witty companion said it was "brakes down" nearly the whole time. The trip was full of interest, the hotels first-class, and within easy reach. I would here remark we were very much charmed with the manner in which the law prohibiting the sale of intoxicants is enforced at all the resorts along the shore. There are no gaudy, brilliantly lighted and mirrored salons to tempt the bibulously inclined. Everything is in the most primitive and Puritanical style. No pyramids of brilliant crystal; no, all that is there, is simply what is required. This State merits its reputation for morality. The taxes that other less moral States receive into the general fund from the sale of intoxicants, are here left with the original holders, where they are supposed to do the most good. It makes us proud to think that we have law-makers whose mental energy has been able to formulate a law that at one blow puts an end to intemperance, and the last vestige of respect for themselves.

We reached Boston in the allotted time, but how, I'll never tell.
TOM E.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

"THE Senator" in this week's English letter says Howell is away out of condition. We are sorry for this, as we notice by cablegram that Woodside got away with the English champion in a ten-mile race. We would have liked to have seen "Woody" warm the Britisher when he was perfectly "fit."

SCORE another victory for the Coventry Co. The twenty-four-hour road tandem record, 259 miles, on a Marlboro' Club.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalog on application.—*Advt.*

THE Irish Cyclist and Athlete prints an extremely interesting summary of what the American team have accomplished during their visit to Great Britain: "Out of 75 races in which the members of the team competed, Temple won 35 firsts, Woodside 12 firsts, and Morgan 5 firsts—a grand total of 52. Within the last thirty days Temple has won 15 firsts, and for twelve mile-races in succession he clocked under 2m. 43s., on one occasion doing 2m. 35 1-2s. He also beat the half-mile record in 1m. 13 1-2s., and was clocked to do 1m. 11s. at Long Eaton, but the performance was not credited to him, owing to some informality in the timekeeping."

A LADY rider in the *C. T. C. Gazette* is after medical opinion as to the good and bad effect on ladies of riding the tricycle. Violet Lorne, one of the best authorities on the question from a woman's standpoint, says in *Bi. News*: "There is hardly a doctor throughout the country who does not recommend tricycling in moderation to his lady patients. Of course, in this, as in every other line of life, reason and common sense must be consulted. For instance, it is hardly wise to let growing girls ride to an unlimited extent; neither would a woman afflicted with curvature of the spine, or a sprained ankle, do well to take to the saddle; and to ride at any time when tired out, or to pursue the exertion beyond the point of healthy fatigue, is an act of folly which will probably bring about its own reward. But for the average woman, in a reasonably sound state of health, tricycling is an exercise valuable beyond all words."

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.—*Advt.*

Wheeling puts this costume against the world for record. It was worn by a member of the C. T. C., and was seen at Margate, England: Old gold plush breeches, scarlet and yellow necktie, maroon blazer, bright blue cap. Yes, we think this is a bit more gorgeous than anything we ever saw.

THE longest line of sundries in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalog.—*Advt.*

THE Coventry Machinists' Co. have lately turned out a perfect little gem of a racing trike, weighing but twenty-nine and one-half pounds. It has 28-inch drivers and 26-inch steering wheel. Though so extremely light it is built for work, as are all the products of this first-class firm.

THE *Wheelman's Record* has a clever cartoon this week which purports to query who is the American champion? Not a very difficult conundrum to answer, when we know W. A. Rowe beat all comers, comprising nearly all the flower of the American professionals (then promateur), at Springfield last year.

FOUR well-known hammock saddles are manufactured by the Gormully & Jeffery Mfg. Co., of Chicago. Send for their catalog if you need anything in this line.—*Advt.*

THE Philadelphia *Item* wants to get into a discussion with us on the propriety of using the word cyclist instead of cycler. So soon as we all learn the *Item's* objection to the word we will respond. In the meantime we would remind our contemporary that this controversy agitated cycling circles to the very centres some two or three years ago, and when all had been said each side was just as firm in their own peculiar opinion as before. If the *Item* man sticks to—er because it is not English, then we refuse to discuss.

Two hundred and fifty dollars in cash. Three Worcester's and 3 Webster's Dictionaries, worth \$80, and 4 Dictionary Holders, worth \$15.50, given as prizes for best essays answering the question, "Why should I use a Dictionary Holder?" For full particulars, send to La Verne W. Noyes, 99 and 101 W. Monroe street, Chicago, the maker of dictionary holders. Or inquire at your bookstore.—*Advt.*

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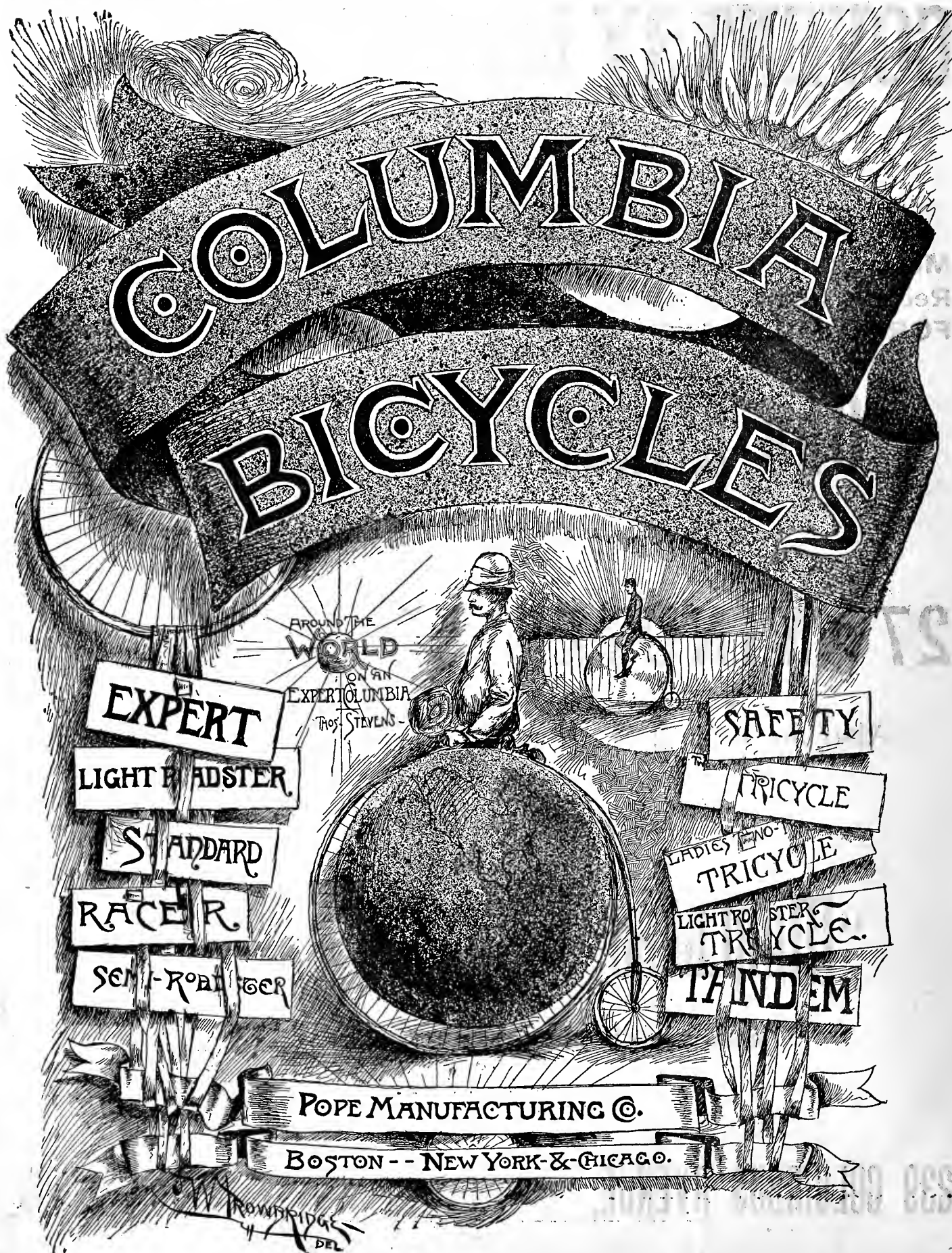
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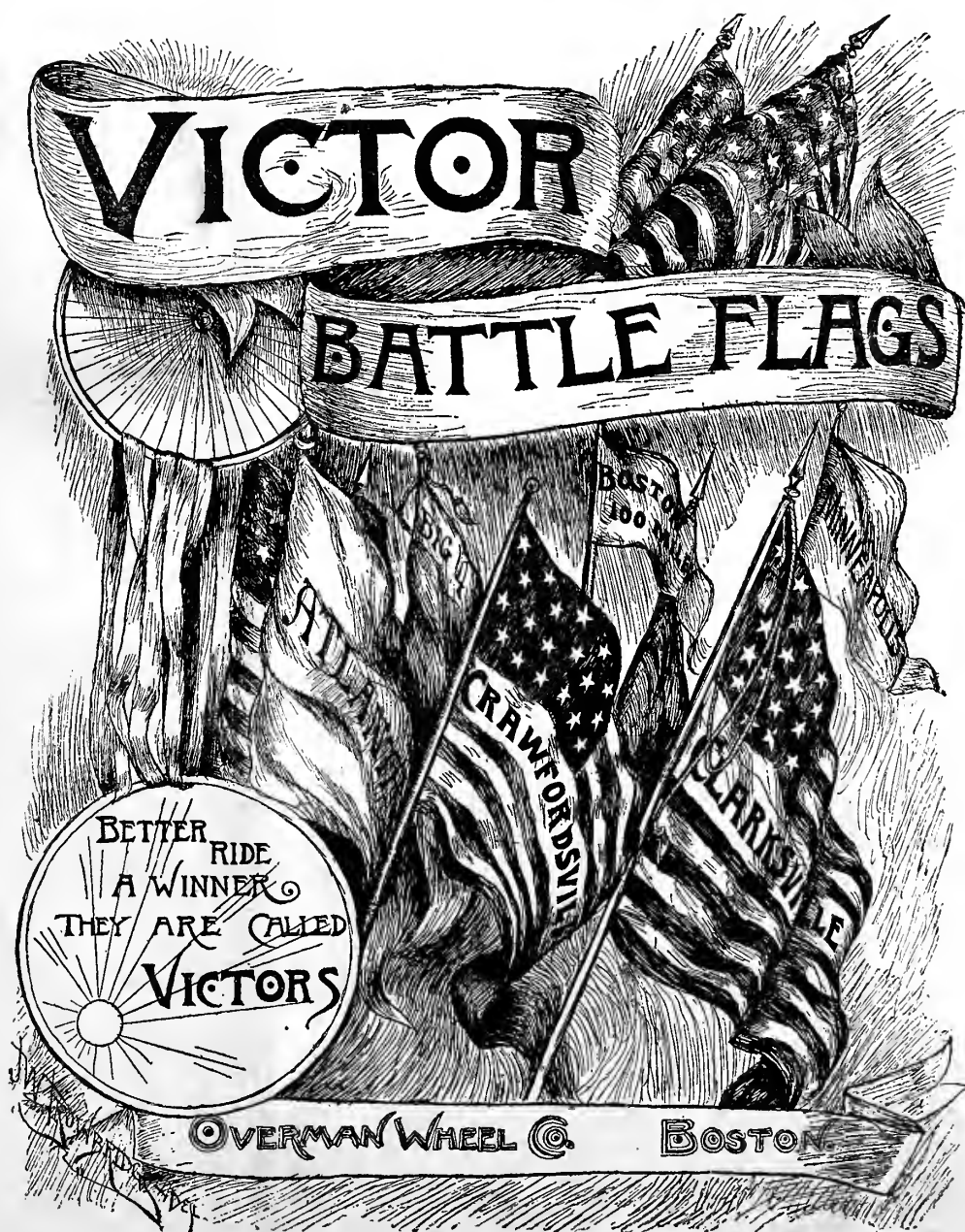
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Volume XV.
Number 24.



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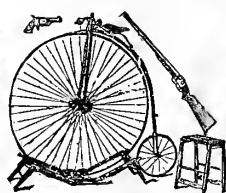
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(Yost & McCune Patent.)

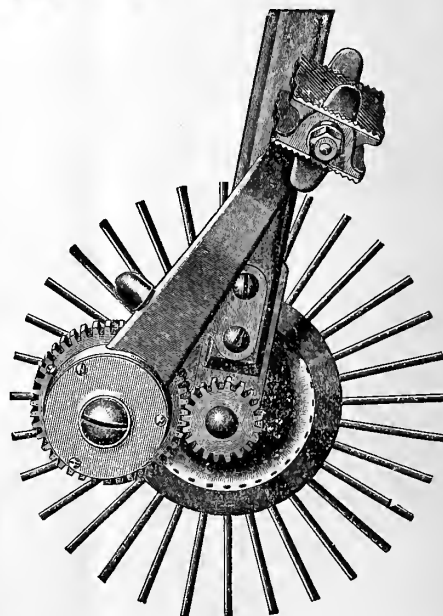
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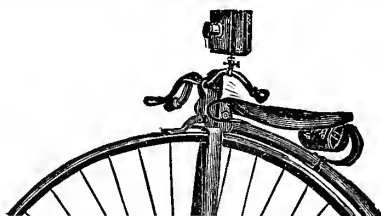
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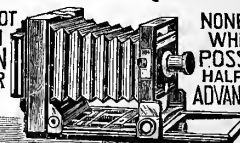
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◀THE NEW MAIL▶

NASHVILLE, Tenn., July 28, 1887.

MESSRS. WM. READ & SONS, Boston, Mass.

Gentlemen: I mailed you an afternoon paper to-day announcing our return from the Canadian tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by way of Louisville Frankfort, Georgetown, Ky.; Cincinnati, Hamilton, Dayton, Marion, Cleveland, O.; Erie, Pa.; Buffalo, N. Y., to Falls. Entire distance by Butcher Cyclometer 862 1-4 miles. Also rode 183 miles on the New Mail before we started, making 1045. You must know

we had some terribly rough roads on our trip; over one hundred miles rough dirt road in Northern Ohio; rough, old worn out pikes in Kentucky; plank roads, sand roads, tow paths, water-washed side paths, rutty, hard-dried clay roads—in fact every kind of road you could call for.

The New Mail cost me exactly 5 cents for one quart of benzine for cleaning.

We had a little over 12 riding days, making over 70 miles average. Entire time to Falls 19 1-2 days, stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly,

ED. D. FISHER.

WM. READ & SONS,

107 Washington Street,

BOSTON,

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MASS.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

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Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 14 OCTOBER, 1887.

TO our contemporaries, the *Bulletin*, the *Wheel* and the *Record*, we return our sincere thanks for the words of kindness on the unfortunate miscarriage of our plans for the great road race. It takes off the edge of our disappointment and mortification very much to know that we have their sympathy.

IT cannot be that the dead issues that convulsed the League last spring are to be resurrected at the coming meeting in New York. The League has resumed its normal condition of quiet, the old wounds are healing over, and recuperation is well along. The members of the Board are men who have nothing but the welfare of the League at heart, and they will not do right to revive the hard feelings and distrust that obtained during the Aaron muddle.

THE English papers this week are one mess of records on path and on road. One peculiarly amusing feature is how the English press utterly ignore American records, and place their second-class performances down as "world's records." We do not know how the yachting editors of Great Britain treat performances made on this side by Yankee boats, and we wot not they would ignore that unparalleled trio—Puritan, Mayflower, and Volunteer—if they could. Perhaps we do the yachting scribes injustice to judge them by certain specimens of little men who wield the pen as editors of the cycling press. An Englishman makes his boast that he loves fair play, we therefore judge that the imitations of men alluded to, must place the spot of their nativity in some other clime than that of England.

WE print elsewhere the proposed amendment to Article III, Section 3, of the L. A. W. by-laws, by which it is proposed to expel men for road racing. We have all respect and consideration for the motion which prompts such a stringent rule, but we demur at the wisdom of such extreme measures unless the racing is done in absolute defiance of the local laws. Would it not be a wise middle course to require those who wish to race on the public highway to get official permission so to do. If such permission be granted, surely no harm can come of it and the League can afford to recognize road racing under these circumstances. Of course, if the authorities say "nay" to the petitioners then it will become high time for the League to step in with its authority and expel the wrong-doer. It seems to us that the public servants are thoroughly competent to judge whether the occasional use of the highways for racing purposes is a nuisance to the frequenters or not, so if the

public through their representatives say in answer to a request "certainly go ahead," what possible harm can come to the good name of cycling? No matter what the League does in the question, we are honest in our belief that the projectors of extreme measure have the interest of the sport at heart even if we do think they are putting the screws on a little too tight.

DETERMINED TO BOUNCE JOHNSON.

THE factional fight in the Orange Wanderers, which was so supposed to have been settled at the September meetings, was resumed at a special meeting last night. The meeting was called for the purpose of expelling L. H. Johnson. At the September meeting an attempt was made, and failed, to make Johnson apologize for remarks made at a previous meeting.

MR. JOHNSON'S OPPONENTS

however, led on by C. W. Baldwin, determined that the matter should not be allowed to rest, and hence the special meeting. The call for the meeting was followed by a private letter to the members signed by J. W. Day, C. W. Baldwin, and G. K. Wallace, as the "committee." This letter referred to Mr. Johnson as "the person." It stated that when "the person" was President of the club, it did not gain any strength, on account of the exclusive policy adopted, no one being admitted to membership who was not approved by "the person." In 1885 a few new members were admitted, and as a result there were

FORTY MEMBERS IN A YEAR,

and fifteen more the next year. Instead of remaining in the background, as it did under Mr. Johnson's policy, it became one of the best known and most popular clubs in the country. The letter then refers to the adoption, in 1886, of the lamp and bell ordinance, being approved by the club.

"If the gentleman's action were a first offence, a vote of censure, or an apology, with a withdrawal of his remarks, might be considered a sufficient atonement, as it is, a more decided course is necessary. * * * A reconsideration is considered necessary, because

GREAT DISSATISFACTION EXISTS

with the previous vote, as some members present at the meeting at which the vote was taken, and nearly all who were absent, were uninformed of the facts."

At the meeting last night about thirty members were present, with President R. M. Sawyer in the chair. Mr. Johnson was present, and he was supported by Dr. T. N. Gray and others, and strong feeling was expressed on both sides.

THE MUSIC BEGAN

on the question of reconsidering the tie vote of the last meeting, Mr. Johnson's friends claiming that the matter could not properly come before the meeting. The Chair decided that the question was proper, and the motion to reconsider was passed.

Mr. Johnson's supporters next made the point that the remarks made by him had not been taken up at the meeting at which they were made, and that as the club had gone on and transacted other business, the remarks could not now be taken as an insult by any one, and could not be acted upon by the meeting. The Chair decided the point well taken, and an appeal was made from the decision. He was overruled by a vote of 10 to 12. Then Mr. Johnson's side raised another point, to the effect that the rules provided that

NO MEMBER COULD BE EXPELLED

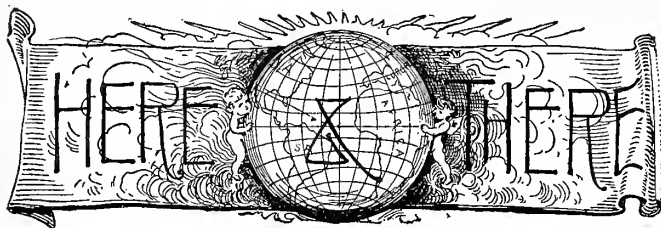
without being given a trial before the Executive Committee, and that he had been given no such trial. An effort was made to suspend the rules in question, but as it required a unanimous vote it was lost. The matter was then referred to the Executive Committee under the rules.

Newark, N. J., Oct. 11, 1887.

RATCHET.

LITIGATION.

In the suit of the Pope Mfg. Co. vs. Samuel T. Clark & Co., importer of the New Rapid and Quadrant cycles, for alleged infringement of patents, the defendants filed a demurrer to the complainant's Bill. On October 7th, 1887, in the Circuit Court of the United States, for the District of Maryland, counsel for the respective parties appeared, and counsel for the Pope Mfg. Co., offered an amendment to his bill, and the Court, upon consent of counsel, sustained the demurrer and admitted the amendment, and ordered the defendant to file an answer to complainant's bill, on or before the first Monday in November next.



NEW JERSEY NOTES. "WHAT action will the League officers take in the matter of road racing?" is the question asked by every wheelman you meet, and we are compelled to give it up, "it's too hard." Even at the risk, however, of being accused of "taking

"RATCHET."

unto myself editorial privileges," I venture to say that if they are sensible men, and strive to work in the interests of cycling, they will keep their hands off; if, however, they wish to antagonize the many for the purpose of pleasing the few, they will adopt the nonsensical recommendation of the Racing Board. I confess to being "at sea" as to what constitute the duties of this so-called Racing Board. I should judge that the duty of such a board would be to regulate racing; but am rather inclined to think that the members of the board, in order to lighten their burden, would prefer to abolish racing altogether. In that case why not call it an "anti-racing board." But the board may recommend, and the League may abolish, but road racing will still live and flourish. As far as the sport being carried on here is concerned, I will simply say that, being personally acquainted with nearly all of the residents along the Irvington-Milburn course, I have asked at least one-third of them for their opinions, and among them I have been unable to find one person who was otherwise than favorably disposed toward the road racers. Further than this, I have the word of the members of the board of supervisors that they have not the remotest idea of stopping the sport. This being the case, I claim that the League has no moral or legal right to pass a rule which will debar its members from participating in road racing, when it is sanctioned by the local authorities. We elect men to office in this State, who understand their business, and we need no interference from the L. A. W., or any other body, in conducting our affairs.

STENKEN, 34m.; Kluge, 34m. 0 1-5s.; Baggott, 37m. 30s.; Eldridge, 38m. Not so bad for a ten-mile trial spin by the Hudson County Wheelmen's inter-club team. The run was made over the Irvington-Milburn course, on Saturday, 8 October.

KLUGE is riding in splendid form, and I am willing to wager a "Z & S." Improved Luggage Carrier, that if A. B. Rich rides in the twenty-five-mile race on 8 November, the "ex-king of the Star" will beat him. More than this—I will wager a pair of hose supporters that if Rich rides, Stenken will also beat him. Come, ye takers, but make it one at a time.

THE roads in and around Milburn are being put in good repair; Main street and Milburn are already finished, and the others are being rushed along.

"THE people up here are going to give you boys a rousing send-off on election day."—A resident of Irvington, N. J. This is respectfully submitted to the Board of Officers, L. A. W.

ELECTRIC lighting is to be extended to several unlighted streets in the Oranges, and a number of streets, at present unpaved, are to be macadamized; all of which benefits the cyclers.

"OUR club will 'stick' to the Road Racing Association, regardless of any rule which may be adopted by the L. A. W.," was the remark made by a prominent member of the Hudson County Wheelmen, and the Union County Wheelmen will ditto.

ABOUT six hundred people, one-third of whom were votaries of cycling, were assembled round the Irvington Hotel on Saturday last, to witness the ten-mile road race for the championship of the Elizabeth Wheelmen. The day was as fine for the purpose as if made to order, and the track, or road, was in prime condition. Members of the New Jersey, Union County, Hudson County, and Passaic County Wheelmen, and Bloomfield Cyclers, were there in force, and every one was in a good humor.

D. B. BONNETT was the manipulator of the "fly-back, split second," and the "Vet." carried out his part of the programme in good form. Promptly at five minutes past four, he gave the word "go" to Berry and Chandler, and they "bumped 'em up" at a lively rate, soon passing over the rise and out of sight. The next man off was Gil-

bert, who was followed by L. B. Bonnett, "our Louie," who, although an "old-timer," was out of form, and consequently got an allowance of four minutes. The "Little Wonder," W. H. Caldwell, and "the Vegetarian" of the club, S. D. Bowman, were the scratch men, and that they had a big pull ahead of them and were aware of the fact, was shown by the way they "scooted" down and up the hill.

Just after the scratch men got away over the second hill, Chandler came back with a broken spring to put him in a good temper. His good-natured laugh when he said he "broke down on the second hill," won him the sympathy of all hands. Although a new rider, he ought to make a good one in time. Berry is also a new man on the road, never having covered more than 200 miles, all told.

THE long-distance man, Berry, was the first to cross the winning line, which he did at 4.44.44, his actual time being 39m. 44s. The next man to "come to time" was Gilbert, who crossed at 4.51.14 (41m. 44s.). Little Caldwell waltzed (?) over the home plate, as fresh as a daisy, at 4.52.17 1-2, (37m. 17 1-2s.), having gained but 2m. 27s. on the long-distance man. And now the "Vegetarian" comes romping up the hill, and lands at 4.53.27, only gaining 17s. on the allowance of 10m. given to Berry, who has proved himself to be a first-class stayer, and well entitled to the club championship.

THE team for the twenty-five-mile race on election day will, in all probability, be Berry, L. B. Bonnett, Caldwell, and Bowman, with Gilbert and Chandler as alternates, though this may be changed before the date arrives.

RECORD OF

THE WEEK.

Just after the attempt of W. A. Rowe to break the 100-mile record last Friday, we overheard a discussion between two well-known trainers as to methods to be employed in feeding men on a long-distance ride. The opinions of both these authorities have decided value, but we noticed a tendency to lay down cast-iron rules to govern in every case. We don't pretend to know anything about training, but somehow or other common sense comes in and tells me that one rule will not work on all men. Personal peculiarities will demand modification in every rule, so as to meet and adapt it to all sorts of make-ups. What is one man's food is another's poison, and this axiom should be borne in mind by trainers, and an effort made by them to find out the proper "food" for their particular man.

MR. WHITEHEAD, Secretary of the Trenton, N. J., Bi. Club, is staying in Boston for a few days, sampling the roads.

LIN GORDON, Tom Reynolds, and "Pie" Parkhurst, veteran cyclists of St. Louis, left for Honduras last Wednesday.

THE Bristol (R. I.) wheelmen have made a step forward, and have lately moved into new and more elaborate rooms.

MUCH comment was indulged in at the absence of a Newton Club team on the occasion of the Eastern Road Club races, last Saturday.

THE *Athlete* is correct in claiming the "best previous" from fifty-one miles to sixty-eight as belonging to F. F. Ives, late of the Victor team.

THE *Bulletin* seems to think that we will be down on road racing hereafter. Not quite as bad as that; we may be disappointed, but not soured.

LADISH is back in St. Louis for a time, and is reported as going into the patent medicine business with a prominent Kansas City Wheelman.

THE Cunard Company are said to be in trouble. Mr. F. Gibbons it is said is the petitioning creditor. Has Rogers' failure anything to do with this?

DORCHESTER CLUB race postponed from Saturday, Oct. 15, to Tuesday next, at 2.45; starting from club rooms, Adams street and Neponsett avenue, Dorchester.

MR. SHRIVER, of New York, must be drawing cold comfort from the way his Henry George scheme is being commented on. Mr. Shriver has evidently put his "foot" into it.

DOANE of the Dorchesters is a good one. He was way out of condition, and yet he showed up in the front ranks of the Eastern Road Club races last Saturday, from start to finish.

WE print in this issue letters from Karl Kron and Tom Stevens, which will explain themselves. There seems to have been a slight misunderstanding, hence the mutual explanation.

W. A. ROWE started at 9.45 on the Lynn track, last Friday, to try and lower the 100-mile record, but gave out on the 46th mile. The

wind was blowing a young hurricane on the back stretch, and it proved altogether too much of a breeze for record-breaking purposes, and so thought Billy on the 47th mile, hence his withdrawal.

UNDER date of August 25, how strange this sounds from our Australian contemporary: "Now that the winter of 1887 is almost a thing of the past, cycling is once more in full swing."

THE Australian *Cycling News* is the very latest addition to our exchange list. We welcome it as a valuable acquisition and medium of information as to what is going on in the land of the kangaroo.

WELL done, Chelsea. We cannot see, however, how road racing can be made to flourish in classic Chelsea, in the very home of our worthy Secretary-editor, who cannot but look askance on the law-breaking proclivities of his club.

THE Marlin Fire Arms Co. deny that they have as yet decided on any definite form of tricycle to put on the market, notwithstanding that a contrary announcement has appeared in several wheel papers, ours among the number. They are still experimenting, but have not decided.

It will be too bad if the sale of the Lynn track property changes in any way the present uses of the grounds. If we lose that track we shall absolutely be without a first-class racing path in the country. Springfield, Lynn, Roseville, all seem under the ban of financial misfortune.

BROTHER BASSEET, give us "yer 'and." We agree to a T that the policy of the League on the road-racing question should be "non-interference." Hands off, gentlemen of the Committee, the thing will regulate itself, and when it comes to be an *abuse*, we will jump on it with the rest.

"NOT that I disliked Aaron less, but that I hated the Executive Committee more," is about the way Mr. Wells puts the reason why he did not jump on the ex-Secretary-editor when he discovered his untruthfulness, as will be seen by reading the *Athlete* article on Mr. Aaron in another column.

AN exchange wonders that the Empire State, boasting of 2000 League membership, should only be able to muster less than 50 members at the division. The members of the New York Division may not enthuse for "meets," but when it comes to doing anything for the good of the cause, either in a pecuniary way or otherwise, they are there.

We opine that the opinion of Rowe's abilities, as expressed by Senator Morgan in a letter to *Sport and Play*, is not an honest expression of his real estimate of the great American's riding abilities. Woodside is thoroughly awake to the fact that Rowe is a better man by far, from one to twenty miles at least, and so is the Senator, we think, if we could only take a peep into his innermost thoughts.

THE annual meeting of the cycling club of the Boston Technology institute was held Thursday. The election of officers resulted as follows. President, W. H. Merrill, Jr.; vice president, M. Rollins; secretary and treasurer, G. M. Basford; captain, E. S. Hutchins; first lieutenant, C. H. Warner; second lieutenant, Charles Hayden; color bearer, W. K. Reed; executive committee, Messrs. Bates, Lander, and Hayden.

IN every paper we pick up we see that now worn-out old item about the one hundred women who ride tricycles in Washington. The funny part of the item is that paragraph which says that almost all of the sweet 100 ride at night. Why at night? are they ashamed of their predilection for the three-wheeler? If so, the sooner they abandon the bad, wicked habit, the better. Don't do anything you are ashamed of, ladies.

ALBERT SCHOCK, of the Victor team, started in, Oct. 6, to break the twenty-four-hour road record, full of confidence in his being successful. He was ahead of time, and in good condition, when at 11 o'clock in the morning, Oct. 7, he ran into a cordwood stick on the road, and took a terrible header, severely injuring himself, though not dangerously, his hurts being principally painful bruises. He had to abandon the present trial, but will make another effort in a few days.

JAY PHOEBE, in writing to the Minneapolis *Tribune*, startles us very much by stating that Percy Furnivall has a record of 2.25 for the mile, and that 2.28 has been made in an open contest!! Jay may be an authority out West on records, but we warn his readers not to pin too much faith on his statements when he comes to deal with "records." Of course he is only a matter of some few seconds out of the way, but the few seconds under the thirties are just what our fastest men are sighing for; they are hard to get.

THE great difficulty of being able to ride the rear-driving safety seems to have been partially overcome by a German by the name of

Georg Rothgiesser, the new principle being that the pedals rest on the rear wheel, and the saddle on the front. The latter is accomplished by having the portion of frame carried *forward* to the front forks at the steering wheel, thus *reversing* the construction form of the ordinary, and making the driving wheel and the part that carries the saddle work independently. We should not wonder if there was something in the principle, although we can see that the wheel could not be turned at a very short angle without throwing the saddle too far over to the right or left, as the case might be.

LAST Sunday afternoon Corey Hill was the scene of a little hill-climbing contest between Worden and Midgeley of the Springfield Roadster teams. Midgeley rode up the whole distance in 3.14 2-5, on the same distances exactly as ridden by Geo. Webber in 3.16 2-5, thus beating the great Star rider's record by two seconds. After this both he and Worden coasted down the back side of the hill, turned round, and rode up again. In connection with this feat, it is proposed to get up a hill-climbing contest to see if Geo. Webber's great record can be beaten and allowed as official.

WE are in receipt of a postal from a subscriber, asking: "What make of a bicycle would you recommend as the best for *real* road service?" We can only say to our subscriber that he cannot go amiss if he patronizes any of our advertisers. The modern bicycle has been brought to such a pitch of perfection that it is extremely difficult to pick out the best. Then the weight of riders, the quality of road to be ridden on, must be all taken into consideration. A man may see some detail in a particular machine that just jibes with his idea of the correct thing, while his next-door neighbor may see something in another make far preferable for his uses, and so it goes. All our advertisers are reputable and responsible, and are therefore worthy of the utmost confidence at the hands of our subscribers.

THE members of the Cambridgeport Club and their friends, will learn with regret that one of their fastest riders, H. L. Caldwell, handed in his resignation to the club, Tuesday evening. Mr. Caldwell takes this step at the advice of his physician, who forbids his further indulgence of this sport. Though a rider of little experience, he has shown remarkable speed in all of the races in which he was a contestant. His last appearance as a racer was last Saturday afternoon, when he rode with the club team in the road race of the Eastern Road Club. Mr. Caldwell was in no condition to ride in that race, and his terrible header that he took when only about eight miles on the way, last Saturday, was probably due to weakness. We admired his pluck in starting, but we could not endorse his judgment.

MR. MORGAN writes to *Sport and Play*, and waxeth warm on the subject of his and his team's treatment of things American. Hear him: "The American team have not done badly, as another paragraph in some issue of your paper, quoted from a Dublin paper shows, and we have no reason to regret this kind and honorable treatment received at the hands of the press and public of Great Britain. We try and do right, and merit respect, and slanderous statements such as published by you, cause us to lose our sleep at night. It is a lie, and a deliberate one, too, when we are charged with running down American bicycles, American racing men, and American tracks; and I'll give £50 to any man who can prove the above assertion; my team have always stood up for all things 'American.'"

THE following official notice over the signature of J. H. Cooley, Chief Consul of New Jersey, shows the probable manner in which the League proposes to deal with the road racing question: "I desire to give notice that I shall propose at the fall meeting of the board, to be held in New York, Oct. 17, the following amendments to the by-laws: The last part of Article III., Section 3, now reads as follows: 'provided, however, that if suspension or expulsion is due to the non-amateur standing of the member, they shall leave the entire matter to the action of the Racing Board.' I shall move to insert after the word due, '*to road racing or.*' I shall move to add to Article V., Section 5 (b), the following sentence: 'Or for a second offence in taking part in an organized race upon the public highway.'"

KENNEDY-CHILD has directed our attention to a paragraph headed "Howell and Rowe," in the *Bi. News*, as a fair sample of what we may expect from "George L. Hillier and his gang." For the information of that eminently discourteous journalist, the ex-champion *ex-hoc*, we would say that Mr. Kennedy-Child had absolutely nothing to do with our champion's projected visit to England, and Mr. Hillier must have an extraordinary idea of how business is conducted by the Pope Mfg. Co., if he imagines that K.-C. has nothing to attract his attention but match-making. With regard to the miserable allusion made to Rowe's "missing the boat" when he knew of Howell's return to form, it can only be referred to in order that it may be treated with the contempt its *eminently decent* source

entitles it to. If we may judge of the success of Rowe's contemplated visit, by the dispicable and peurile dread, as expressed by Mr. G. Hillier, we may be moderately sure that the world's championship is likely to remain on this side of the Atlantic. To our respectable English readers we will say, that to our personal knowledge, the facts of Rowe's visit and its abandonment, was actually as published here.

LAST Saturday evening a number of Boston Club men were at 36 St. James avenue discussing cycling matters. A good deal of banter was indulged in, and among others who were thus employed were the courtly and portly Secretary of the club, Mr. E. W. Hodgkins, and the small but peppery editor-in-chief of this paper. The upshot was that a match was made between these two shining lights to ride from the club house to the rendezvous at the reservoir, the WORLD editor to ride a Victor safety, and the Secretary to ride a Quadrant or a Victor trike; Hodgkins to have a start of four minutes. The members present at once entered into the spirit of the thing, and several even bets were made. It grieves the editor-in-chief to think that his worthy though slim co-laborer in the good work, "London W.," was discovered betting heavily against the WORLD representative. The distance to be run is 6 1-4 miles, and those who know say the winner will have to do it under 30 minutes. The interest in the Volunteer-Thistle races pales before the intense excitement that now prevails in cycling centres as to the result of this great match. It is reported that Kennedy-Child and Tom Lambert are backing the "little 'un."

LAST week we had occasion to pay our gentle respects to "Pete D.," the Boston correspondent of the *Athlete*. This week we pay our respects in a different way. In the last issue of that paper he publishes a denial that recent rowdy proceedings at the reservoir were those of wheelmen. On the statement of 8964 we ourselves had something to say on the matter. In view of "Pete D.'s" denial we beg the wheelmen's pardon for our words of wrath: "I happened to be lying on the bank and saw the whole occurrence. To say it was a disgraceful affair is but speaking of it mildly. But the writer is mistaken as to who insulted him and his lady. It was not the wheelmen there, but six young fellows about twenty years of age, who, while walking around the reservoir, saw the crowd of wheelmen lying about and came over and sat down among them. When they made the remarks and laughed at the lady and gentleman who rode by on the tandem, a gentleman rider who lives in Boston, and who was sitting a short distance in front of me, admonished them for their actions, and informed them that the wheelmen did not propose to be deprived of their privileges on account of the actions of a few hoodlums. They immediately desisted, and I think it well for them they did. The wheelmen in this section are gentlemen, and I am sorry my friend did not make a little investigation before openly charging them with this act."

MR. SHRIVER AND HIS LITTLE CIRCULAR.

THE following open letter has been sent round for publication, and we must say it stands in with our ideas of the case exactly. We have every respect for Mr. Shriver's personal views of the matter, but we think the gentleman over-stepped the bounds a trifle in issuing the appeal. It would have carried much more weight had this action been a concerted one on the part of the New York Division, but Mr. Shriver's personal and individual action as a representative is one that is apt to raise very strong opposition in the rank and file of the division. The merit of Mr. George's theories has nothing to do with the matter:

BUFFALO, Oct. 1, 1887.

Mr. Edward F. Shriver, a Representative in the L. A. W., New York:

My Dear Sir—I received, a few days ago, your circular dated Sept. 5, soliciting my consideration of the principles advocated by Henry George and his party. I also received two copies of his paper, the *Standard*. While I am unable to agree with Mr. George, I cannot but admire the zeal and enthusiasm of those who do.

However, as a wheelman, I most emphatically protest against any member of the L. A. W., of which I am proud to be one, using his position as a member of that organization, and more especially yourself as a representative, to further his personal ends, or as you have done, to advance the interest of any outside cause, however worthy. I feel sure that your course will be very generally condemned by wheelmen throughout the State, and further, that you will fail of your object. Had you simply mailed them the papers without sending out your circulars, a large number of wheelmen, who, I am glad to say, possess more than the average amount of intelligence, would be only too ready to learn something of Mr. George's principles; as it is, the most of them being disgusted at receiving the circular, will consign all to the waste basket.

In my judgment you have made a great mistake. In closing, I

will simply allude to the very questionable use you have evidently made of the L. A. W. mailing list. Respectfully yours,

JOHN R. WILLIAMS.

We heartily indorse the sentiments expressed above.

W. S. BULL,
CHAS. S. BUTLER,
DR. H. T. APPELEY,
H. L. DRULLARD,

L. A. W. Representatives for Buffalo.

MR. WELLS ON MR. AARON.

THE following remarkable statement from the pen of Mr. Wells will tend to open the eyes of all those who have had a lingering faith in Mr. Aaron's veracity. Like the editor of the *Athlete* we do not like to rake up dead issues but so much has been said in support and in faith of Mr. Aaron that we cannot well ignore the matter entirely. After a preamble giving the reason why he publishes the cause of his reviving the subject. Mr. Wells continues: * * * "At the time his trouble with the League originated, we had the utmost confidence in his honesty, and nothing had at that time occurred to shake this belief. We knew from an examination of his books that he did not know even the first principles of bookkeeping, and supposed this was the foundation of his whole trouble.

When the Executive Committee decided to oust him from his position, we still believed him to be honest, and took most decided objections to their very unbusiness-like mode of procedure. It is doubtful if any one has ever justified their actions, except on the ground of the results accomplished. We still had confidence in the brilliant Secretary-Editor, and our sympathies were all with our fellow-clubman and the under dog in the fight.

His denial of the existence and authenticity of that famous private letter was so very positive, and his demand for its publication so bold, that we still believed him—until the letter was published. Even then we did not entirely lose faith in him, and placed some credence in his assertion that the letter was made up of extracts from several of his letters pieced together with fabrications. We published the first installment of his letter of denial in the *Athlete*, and waited eagerly for its conclusion. When it came, it was found to be very ingenious, but failed entirely to make out a good defense. We declined to publish it. Then came the letter from the expert accountant testifying his belief in the genuineness of that private letter. Added to this, we examined the expert's transcript of Aaron's Provident Bank account, and found that certain items in it corresponded in amount and date with checks received for printing the *Bulletin*.

This last revelation showed us beyond question that our position was untenable, and that his actions were those of a desperate man, ready to avail himself of any means whatever that promised to help him out of his difficulties.

Our impulse at the time was to add our voice to that of other cycling papers in his condemnation, but we were loath to defend an Executive Committee whose methods had been condemned by a large number of League officials with whom we were in hearty accord, and we therefore dropped the whole matter.

Since that time Mr. Aaron has worked hard and faithfully to establish himself in his new business and to support his family, and we have no desire to say anything that would do him an injury, but as the assertion has lately been repeated that Mr. Aaron was interested in the management of the *Athlete*, we make the above statement, and add that Mr. Aaron has never had the slightest pecuniary interest in or control over the *Athlete*. The very liberal amount of space accorded him in our first issues was due to the fact that we believed him to be unjustly attacked without a chance to defend himself. When we found that the Executive Committee had a true bill against him we ceased to defend him."

THE EASTERN ROAD CLUB RACE.

CHELSEA WINS.

A SPLENDID day and perfect roads made the possibilities of record breaking time not by any means out of the question, last Saturday. By two in the afternoon quite a goodly number of cyclists had assembled at the corner of Beacon and Ward Streets, and some delay was experienced from the fact that the *Globe* had published the time of starting as 3 P. M., hence the Cambridgeport men were just thirty minutes late. When they did show up, one of their best men, Caldwell, was a complete wreck, from the effects of a bad header he took the night before. In opposition to the most earnest advice of his friends, he decided to start; what result followed will be told later on. After one attempt, and a general tumbling off, the following teams were sent on their way at exactly 3.08.30, P. M.: W. S. Doane, A. Benson and J. Longstreet, representing the Dorchester Club; Fred Woodman, R. G. Beazley, E. A. Phemister, the Chel-

THE 10 MILE ROAD RACE

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 3 men each from the Maryland Bicycle Club, the Baltimore Cycle Club and Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

New Rapid Bicycles.

POSITION AT FINISH:

	TIME.
1, H. L. Kingsland, Rapid Light Roadster, - -	30.44
2, Richard Whittingham, Rapid Light Roadster, - -	31.03 1-5
3, Walter Grescom, Rapid Roadster, - -	31.03 2-5
5, J. Kemp Bartlett, Jr., Rapid Roadster.	
8, E. F. Le Cato, Rapid Light Roadster.	
13, S. H. Shriver---fell---Victor Roadster.	

THE FIRST MAN IN WAS

H. L. Kingsland, Rambler Cycle Club, riding a

NEW RAPID LIGHT ROADSTER

In the marvellous time of

30 Minutes 44 Seconds.

The Fastest Time Ever Made in a Road Race.

SEND FOR CATALOGUE OF NEW RAPIDS.

SAMUEL T. CLARK & CO.,

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A BICYCLE RIDER MUST ❖ HAVE ❖ SUNDRIES.

Having realized that fact, we have made a specialty of this department, and now manufacture

THE MOST COMPLETE LINE OFFERED---EMBRACING
Shoes,
Saddles,
Lamps,
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And many other accessories, as well as Repairers' Tools.

Our List Prices are reasonable, and we are prepared to figure with the Trade.

✎ SEND FOR OUR CATALOG. ✎

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Largest and only Manufacturers in America owning their plant and premises.

sea; H. L. Caldwell, Frank Carmen and Ed Himeon, the Cambridgeport; and W. A. Locke, the Suffolk.

They sailed round the corner on Ward street like a flock of birds, with Woodman leading, and Doane in the rear. At Newtonville, seven miles on their way, all the men passed in a bunch, excepting Phemister, who was some thirty yards behind. Soon after leaving Newtonville, Caldwell came down a terrible cropper, bringing with him several of the other men. Caldwell was badly hurt, and had to give up, and was cared for by his club mates and others. Mr. W. W. Keith was very kind in furnishing restoratives and stimulants. In the meantime the other men who had gone down in the general ruin, were not damaged, and they soon managed to go after their leaders, Doane, Beazley and Carmen. These three men kept together all through the race, and the others soon began to string out. Carmen, Beazley, and Doane all turned the corner in a bunch, for the last spurt of an eighth of a mile, and then excitement ran high. Carmen had the most left, and finished first; Beazley came in a close second, and Doane some five seconds behind. Then a pause of some minutes, and then Himeon hove in sight; another space of time, and one by one in the following order the men crossed the line: Benson, Woodman, Phemister and Longstreet. Time for the leading man, Carmen, 1.34.30. Chelsea made 18 points; Dorchester and Cambridgeport, 17 points each.

Referee, A. Kennedy-Child; judges, G. L. Haynes, C. E. Walker, B. Gould; starter, W. R. Maxwell; timers, C. W. Foudrinier, R. E. Bellows.

THE LYNN TRACK.

THE fate of the Lynn Cycle track is still undecided. Manager Carroll has been talking to a *Bee* reporter, and he says: "We have done everything in our power to raise money enough to satisfy our creditors, but the best we can do is to offer them thirty cents on the dollar, and ask for an extension of time to pay the balance. All but two of the creditors are willing to accept these terms, but those two demand dollar for dollar. We may yet arrange things with them, but if we do not all of the property of the association will have to be sold. I suppose the matter will be settled one way or the other next week.

If the track is sold I suppose it will bring about \$900, which, with the \$800 we have in the treasury, will net the creditors about 60 per cent., for the total indebtedness is something in the neighborhood of \$2600. We are confident, however, that if we were only allowed more time, that we would be able to pay every dollar we owe. If the track is sold it will probably fall into good hands, and still be used for cycle racing.

If we do succeed in keeping the track, we shall run a series of races next year on a different principle than they have been conducted heretofore. We shall ask the League to mend the racing rules, making them more after the style of the National Trotting Association, and providing for short races to be run in heats. We also want a protective association formed of the managers of the different tracks. Then the 'fly' racing men cannot go about imposing on managers in different parts of the country, as they do at present."

KENT COUNTY (R. I.) WHEELMENS MEET.

SATURDAY afternoon some thirty members and friends of the Kent County Wheelmen assembled at Roger Williams Park and held the regular annual fall races of that association on the half-mile track at the park. Two events were run, and each were closely contested and proved very interesting to the large number of wheelmen from Providence and elsewhere that assembled as spectators. Powell, the colored Star rider, of whom such great things were expected, failed to put in an appearance, and his absence was much regretted.

The first race was for the one-mile championship of the club, with first and second prizes of silver medals, and there were three starters, W. Weeden, C. H. Weld and W. C. Miller. Weld had the race well in hand all the way, and won in 3.16 1-2; Miller second in 3.18.

The second and final race was a half-mile dash; first prize, a year's subscription to the BICYCLING WORLD; second, a bicycle whistle. Weld won this race in 1.37, with Miller a good second. Both runners were trained by H. B. Tisdale, of East Greenwich, and the good results of his work were plainly apparent. After the races a number of the members rode home on their wheels, while others remained in town and attended the theatres.

At the conclusion of the races came a mile dash for Star riders, open to members of the Crescent Bicycle Club and this year's riders, the prize being a gold monogram scarf pin, given by Mr. W. E. Campbell. There were five entries, and Henry Worrell had things all his own way, and won in 3.18. The track was in fine condition, and the weather all that could be desired.—*Prov. Journal*.

AMERICAN TANDEM ROAD RECORD.

MESSRS. WELLS, and Synnesvedt, of the Pennsylvania Club, started out last Saturday to make an American tandem record for twenty miles. The Lancaster Pike was the scene of the attempt. The time was 1.23.30. A good many men on ordinaries who had a desire to scorch, tried to follow the tandemons, but a mile or two was generally found to be sufficient for all purposes, and they were willing to drop out. Better time could have been made but for the fact that great care had to be exercised, as the road was in some places crowded with vehicles.

POUGHKEEPSIE TOURNAMENT.

THE postponed races of the Poughkeepsie Bicycle Club were successfully held last week, Thursday. Fully two thousand people passed the turnstiles on foot, and in carriages, and a large proportion of the spectators were ladies. The inside rail of the quarter stretch was lined with handsome equipages, conspicuous among which was the Tally-Ho coach of Mr. Geo. Law. Music was furnished by Schofield's Twenty-first Regiment band. The weather was perfect, and the track in good condition after the rain. Below I give a summary of the races as run:

Novice, one-mile—Nine starters; one header by John Evan Ben-shoten, and a hollow victory for G. I. Whitehead, of Hartford, Conn.; F. St. John, a very bad second. Time, 3.07 1-2.

One-mile, open—This brought out a good field, including C. Kluge, H. L. Burdick, C. A. Stenken, and T. Roberts. This was Kluge's first appearance as an amateur in some time. Burdick cut out the pace at first, and then Stenken took it up and Roberts took second place. This order was preserved until entering the home stretch, Kluge rushed to the front and won handily, with Burdick second. Time, 2.51.

One-mile, 3.20 class—This proved another victory for G. I. Whitehead of Hartford, although he had all he could do to shake H. Von der Linden, who finished second. Time, 3.07 1-4.

Two-mile handicap—There were nine starters, as follows: Theo. W. Roberts, 125 yards; Graham L. Sterling, 175; Morgan Marshall, 175; E. C. Thorn, 274; H. J. Hall, Jr., 100; H. L. Burdick, 30; G. I. Whitehead, 225; A. E. Edmans, 100; E. P. Baggott, 125. It looked like Whitehead's race until near the finish, when Roberts, who had been riding a good race, rushed along, collared the Hartford man, and passed the line first, amid the greatest enthusiasm. Time, 6.06 1-2.

Poughkeepsie Club Championship, one-mile—The starters were Geo. T. Cluett, W. H. Boshart, W. H. Irish and W. Heath. Irish and Heath had it from the word go, and until the home stretch was entered it was any one's race. Heath, however, had shot his shaft, and had to give place to Irish, who finished first, and to Boshart, who came in second. Time, 3.18.

Half-mile, open—This brought out the cracks once more. Kluge this time had to take third place at the finish; H. L. Burdick winning, with Charlie Stenken, second. Time, 1.24 3-4.

Two-mile, Dutchess County Championship—There were four starters: H. Von der Linden, Theo. W. Roberts, Graham H. Sterling, of the Ariel Wheel Club, and Hugh H. Jones, of the Poughkeepsie Club. Von der Linden and Roberts hung together most of the way, but on going in to finish, Roberts spurred and ran away from his club mate, winning the race and championship in 6.53 1-4.

Five-mile lap race—The starters were H. L. Burdick of Albany, Charles E. Kluge of Jersey City, and H. J. Hall, Jr., Brooklyn. The result was as follows:

STARTERS.	MILES.				
	1st	2d	3d	4th	5th
Kluge,	1	1	1	1	1
Burdick,	2	2	2	2	2

Time, 17.14 1-2.

The team race proved a walk-over for Yonkers, the other expected entries not showing up.

Consolation race—Baggott, of Jersey City, got there first, to the time of 3.06 1-2; H. J. Hall, Jr., coming in five seconds behind.

The races, with one or two exceptions, were intensely interesting, and to judge by the enthusiasm of the spectators, they were enjoyed by all.

CUPID.

BROOKLYN (N. Y.) BICYCLE CLUB RACES.

THE bicycling events of the Brooklyn Bicycle Club and the Queens A. A. open races were decided Saturday, Oct. 8, (after one week's postponement) in the presence of a number of ladies and many prominent wheelmen, who expressed the opinion that when the track is altered a little it will be good enough and safe for any rider in the world. Summaries of races follow:

The Brooklyn Bicycle Club's one-mile novice race—Wm. S. M.

Mead, B. B. C., first; Wm. J. Kenmore, Jr., B. B. C., second; C. N. Neil, B. B. C., third; time, 3m. 36 3-5s.

The Queens A. A. A. one-mile novice race (open to all amateurs)—First heat—Wm. S. M. Mead, Brooklyn Bicycle Club, first; Roy Burton, Ilderan Bicycle Club, second; J. W. Magee, Morris Park Wheelmen, third; C. W. Neil, Brooklyn Bicycle Club, fourth; time, 3m. 27 1-5s. Second heat—Harold Quartrop, Morris Park Wheelmen, first; Wm. J. Kenmore, Brooklyn Bicycle Club, second; O. R. Yarrington, Sayville, L. I., third; time, 3m. 37 2-5s. Final heat—Wm. S. M. Mead, B. B. C., first; Roy Burton, I. B. C., second; Wm. J. Kenmore, Jr., B. B. C., third; H. Quartrop, M. P. W., fourth; time, 3m. 32 1-5s.

The Brooklyn Bicycle Club's one-mile championship race—G. E. D. Todd, B. B. C., first; Wm. S. M. Mead, B. B. C., second; Newton F. Waters, B. B. C., third; F. B. Hawkins, B. B. C., fourth; time, 3m. 25 1-2s.

The Queens A. A. A. one-mile handicap (open to all amateurs)—Harold Quartrop, M. P. W., 150 yds. start, first; Roy Burton, I. B. C., 150 yds. start, second; Newton F. Waters, B. B. C., 80 yds. start, third; G. E. D. Todd, B. B. C., scratch, fourth; time, 3m. 21s.

The Queens A. A. A. two-mile handicap (open to all amateurs)—Newton D. Waters, Brooklyn Bicycle Club, 140 yds. start, first; G. E. D. Todd, Brooklyn Bicycle Club, scratch, second; F. B. Hawkins, Brooklyn Bicycle Club, 45 yds., 0; time, 7m. 14s.

The scratch man, G. E. D. Todd, who holds the track record here, 3m. 19 1-2s., rode a game race, but was evidently short of work. Referee, Captain A. B. Barkman, L. A. W. and B. B. C. Judges, H. E. Raymond, and W. W. Campbell. Timers, W. E. Fuller and Thomas Lloyd. Starter, W. L. Wood. Umpires, Messrs. Savoy, Torrey, Dutcher, and Ackerson.

100-MILE ROAD RECORDS FOR ORDINARY, SAFETY, AND TRICYCLE.

In the English North Road Club 100-mile, held Sept. 24, all the records for the different styles of machines received a hammering as will be seen by the appended table taken from an English exchange:

1. Hale, - - - - -	*6 46 7
2. White and Brown, - - - - -	†7 6 50
3. Edge, - - - - -	7 9 59
4. Crooke, - - - - -	†7 9 59 1-2
5. Macrae, - - - - -	7 25 27
6. Hill and Bates, - - - - -	7 31 22
7. Mills, - - - - -	†7 46 33
8. Goodwin, - - - - -	7 57 51
9. McDonald, - - - - -	8 15 8
10. Houlston, - - - - -	8 23 20
11. Smith, - - - - -	8 41 14

*Record for R. D. safety bicycles. †Tandem. ‡Record for ordinary bicycles. ||Webb's 7h. 55m. is, we believe, "record."

ENGLISH RECORDS FROM TWENTY-EIGHT TO FIFTY MILES.

The fifty-mile championship of the Surrey Bicycle Club was run off on record time. Four members of the club started. Mr. C. Potter soon drew away ahead, and with pacemaking by Furnivall and others, began to cut the English records at 28 miles. The world's records for these distances are held by F. F. Ives, who made them at Springfield last year. At the 28 miles, Ives' time is 1.23.13 1-5, and at 50 miles, 2.33.54. We append a table of the times made by Potter, and which will now stand as English records:

MILES.	H. M. S.	MILES.	H. M. S.
28	1 27 52 3-5	40	2 7 16 1-5
29	1 31 3 4-5	41	2 10 35 2-5
30	1 34 18 3-5	42	2 13 54 1-5
31	1 37 34 1-5	43	2 17 15 1-5
32	1 40 49 1-5	44	2 20 37 3-5
33	1 44 1 1-5	45	2 24 1
34	1 47 15 3-5	46	2 27 20 2-5
35	1 50 37 4-5	47	2 30 51 3-5
36	1 53 58	48	2 34 5 2-5
37	1 57 16	49	2 37 22 3-5
38	2 0 37 2-5	50	2 40 33 2-5
39	2 3 56 2-5		

RECORD ROAD RIDING AT BALTIMORE.

In the ten-mile interclub race held at Baltimore last Saturday, some great racing was enjoyed by the spectators, and turned out a world's record for the New Rapid in competition. Three clubs entered, the Maryland, Ramblers and Baltimore, each club entering

five men. As was expected, Mr. Kingsland of the Ramblers took the lead, and was never headed. The race was won by the Maryland team, with 49 points, against 30 for the Ramblers, and 38 for the Baltimore. Kingsland, the winner, rode a New Rapid bicycle, and finished the 10 miles in the splendid time of 30m. 44s., being world's record time for a road race in competition. S. G. Whittaker rode against time last year in 29.01 3-4.

TRICYCLE WORLD RECORD FROM 26 TO 50 MILES.

A. L. BOWER was so encouraged at his late successful raid on the 25-mile record, that he essayed on Monday, the 26th Sept., to take a pull at the 50 miles. He had grand pacing by Hillier, Fenlon, Mayes, Lloyd, and others.

*A. L. Bower.			*H. J. Webb.			*A. L. Bower.			*H. J. Webb.		
New Records.			Previous Best.			New Records.			Previous Best.		
MLS.	H. M. S.		H. M. S.			MLS.	H. M. S.		H. M. S.		
26	1 26 22 1-5		1 34 01			39	2 12 30 4-5		2 27 58 1-4		
27	1 30 38 4-5		1 37 56 1-4			40	2 15 54 2-5		2 31 57 1-2		
28	1 34 01 4-5		1 42 39 1-4			41	2 19 23 1-5		2 36 22		
29	1 37 29 1-5		1 46 29 1-2			42	2 23 02 1-5		2 40 21 1-2		
30	1 40 51 2-5		1 50 43 1-2			43	2 26 28		2 44 04 1-2		
31	1 44 16 4-5		1 54 48			44	2 30 05 1-5		2 47 56		
32	1 47 48		1 58 54 1-2			45	2 33 28 4-5		2 52 25 1-4		
33	1 51 18 1-5		2 3 12 1-2			46	2 36 47 1-5		2 56 21		
34	1 54 54 1-5		2 7 40 1-4			47	2 40 5 3-5		3 0 3 1-4		
35	1 58 24 2-5		3 13 7 1-4			48	2 43 28 3-5		3 3 55		
36	2 1 55 4-5		2 16 47 1-4			49	2 46 50 3-5		3 7 43		
37	2 5 49 3-5		2 20 28			50	2 50 9 3-5		3 11 15		
38	2 9 11 3-5		2 24 9								

Two-hours' record, 35 miles 527 yards. *Crystal Palace track.

THE ENGLISH HOUR AND 25-MILE RECORD BROKEN.

On the 22d Sept., at Surbiton, Percy Furnivall made away with all the English records from 11 to 25 miles, excepting the 18th, which was taken by Cassell. The occasion was the annual Berretta Club championship. The English record having been broken at 20 miles, Furnivall continued on, and succeeded in capturing all the English records up to that number of miles. In fact, from 23 to 25 they are world's records.

MLS.	H. M. S.	MLS.	H. M. S.
1, Furnivall,	0 02 47	*14, Furnivall,	0 41 03 1-5
2, "	0 05 41	*15, "	0 43 59 3-5
3, "	0 08 35 4-5	*16, "	0 46 55 1-4
4, "	0 11 32 1-5	*17, "	0 49 55 1-5
5, "	0 14 26 2-5	*18, Cassall,	0 52 53 2-5
6, "	0 17 23 1-5	*19, Furnivall,	0 55 50 1-5
7, "	0 20 19 1-5	*20, "	0 58 50 3-5
8, "	0 23 06 3-5	*21, "	1 01 50 1-5
9, "	0 26 13 1-5	*22, "	1 04 50 1-5
10, "	0 29 11	†23, "	1 07 51 2-5
*11, "	0 32 07 3-5	†24, "	1 10 52
*12, "	0 35 04 2-5	†25, "	1 13 49 3-5
*13, "	0 38 02 4-5		

*English record. †World's record.

English—One hour's record, 20 miles 675 yards. Previous best, R. H. English, on Crystal Palace track, 20 miles 560 yards. World record—W. A. Rowe, 22 miles 150 yards, Springfield, Oct. 25, 1886.

English—Previous best (25 miles), J. E. Fenelon, at Paignton path, 1h. 14m. 38s.

Previous records of 20 miles and over in the hour: July 27, 1882, Herbert L. Cortis, 20 miles 300 yards (20 miles, 59m. 31 4-5s.) at Crystal Palace track.

Every world's record is held by W. A. Rowe from 1-4 to 22 miles, the latter distance in 59.46.

FROM ATLANTA, GA.

(Special.)

Rowe and Crocker take all the firsts in the professional events. W. W. Wendel beat W. E. Crist.

TEMPLE won the ten-mile race at Coventry last Tuesday, in 35.16 4-5, beating Woodside, Dubois, and Medinger.

THE *Record* seems to think that the story told by the *Bicycling News* of a moving grand stand (i. e.), a train of cars, being utilized for viewing a twenty-mile road race in this country, very much of a fish story. It is a true story, and if the editor of the *Record* will turn to page 340 of our present volume, he will see that this did occur at Atlanta, Ga., during August last.

So successful has been the ladies' tour this year that the participants continue the same, starting from this city yesterday (Thursday), the objective point being Providence, R. I.

THE "Scout" is the name of a new pattern of rear-driving safety in England. If we are to judge by the pictures of this wonderful machine, it surpasses everything ever heard of in its capabilities in climbing grades one remove from the perpendicular, and coasting down the side of a house without even applying the brake. We think Frank Moore must be developing a strong imaginative bump, or else the "Scout" people must have the call on Frank's good nature.

LADIES' 1887 TRICYCLE TOUR.

BY W. W. STALL.

THE original Ladies' Tricycle Tour was projected in the fall of 1885 by Minna Caroline Smith, and was at first calculated for ladies exclusively. It was intended to ride from Malden to Kettle Cove, Magnolia, in one day. The absurdity of a party of ladies mounted on single tricycles of the vintage of '85, and many of whom had never ridden over ten miles in any one day, starting off alone on a ride of 25 or 30 miles never struck the originator of the idea, who issued invitations and forwarded the scheme to an issue. Gentlemen were soon found indispensable to the success of the scheme, and at the appointed hour many were on hand, and a number went through. Soon after starting a necessity was discovered of considerable business being transacted, and the gentlemen were called into requisition. The trip as projected was a failure from a business point of view, but the immense enjoyment attained compensated for many things, and another party was organized at once, which became the original Ladies' Tricycle Tour, and went around the Cape to the immense enjoyment of all who participated.

New wants and necessities were discovered as experience was gained, and the following year the scheme was almost given up on account of reluctance on the part of old managers to incur the expense of running the business, where a few got together and paid the preliminary expenses from out of their own pockets, doing a lot of work beside.

Finally, in September, 1886, Charles Richards Dodge took hold and organized the second annual Ladies' Tour, but owing to its being gotten up hurriedly, and without thorough understanding among the participants the affair was not as thoroughly enjoyed as might have been.

Four days were to have been devoted to the tour, but the majority of the party started for home from Gloucester on Saturday morning. The plan originally included an extension of the tour to Newburyport, but cold weather and a strong head wind on the third day reduced the party to six people and three tandems. This portion of the tourists made 72 miles of running on the last two days, against a strong and icy gale of wind, which swung and changed with the varying directions of the party with discouraging pertinacity.

The second annual tour was thus finished, and its effect was to display the immense enjoyment to be derived from such a run, and at the same time prove the want of a true business arrangement as a base on which to operate.

The fame of the Ladies' Annual Tricycle Tour had now commenced to materialize, and many inquiries were made regarding it, by riders throughout the country. During the latter part of the summer of the present year a meeting was held, and a committee consisting of Mrs. and Mr. Chas. Hopkins, Mrs. and Mr. Abbot Bassett, Mrs. and Mr. W. W. Stall, appointed, of which W. W. Stall was selected as Tourmaster.

The committee realized that the annual tour must be placed on a paying basis, and that many new features would have to be added to make a success of the prospective large party. Enthusiasm had long since subsided, and nobody could be found willing to pay eagerly for the privilege of doing a vast amount of work gratis. It was decided that a subscription would be necessary, and this was placed high enough to cover all contingencies. A baggage wagon, with spare machines, a repair department, etc., were all considered, and finally a circular, covering all information as to route, etc., was issued by the committee.

Arrangements were made with the various hotels, etc., on the route, and while no special rates were asked for, with the natural certainty of "cut accommodations," everything was reduced to a low limit, and the actual expenses per person for meals and lodging while on the four days' trip, were exactly \$6.50, added to this the \$3 subscription, gave \$9.50 as the sum total for a four days' good time.

This figure included the privileges of use of spare wheels, in case of breakage, use of team for carrying baggage, dismounted riders, etc., and services of repair man, who made temporary repairs and oiled and overlooked machines at each night's stopping place. In

addition a fine entertainment was given on Friday evening, which was very much enjoyed by the party.

These things, with expenses of printing, postage, making arrangements, etc., went well to consume the accumulated entrance fee, and we think few or none will fail to agree that it was a wise provision. Each member was presented with a fine purple silk ribbon badge, was suitably inscribed in gold, and surmounted with the L. A. W. badge; the League color and badge being used, as the tour was regularly recognized by the touring department of the L. A. W., and the Tourmaster fully authorized to organize and carry it out officially.

The affair may be said to have been a complete success, and the only complaint which can be made in re the apathy of the Gloucester wheelmen generally, who have invariably failed to make any move in the direction of aiding the party or of showing them about.

Many fine bits of Cape scenery were missed by the tourists, which might easily have been found with a trifle of assistance from local people.

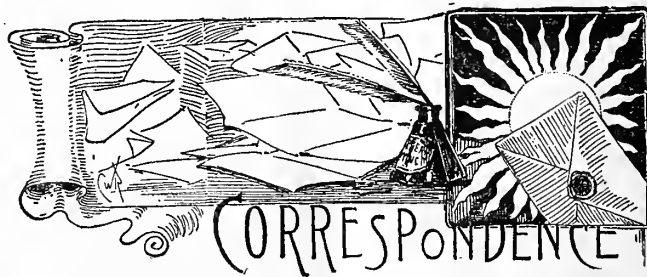
The hotel accommodation was generally very good. Landlord Davis, at the Pavilion, in Gloucester, did himself proud, and the rest did very well, except the Essex House, at Salem, which, strange to say, fully upheld and carried out the reports which have been made of it during the past season.

The party consisted of extraordinarily congenial elements for one selected at large. No objectionable people were included, and all went as "merry as a marriage bell." A noticeable feature was the number of married couples, many of whom had left households of children behind. This gave a dignity to the establishment, which has never been attained by anything which has heretofore come to our attention in cycling. The favorite machine was the tandem tricycle, and all but two or three of the wheels in the party were of this description. The Crippler style of tandem prevailed, although a couple of Humber patterns, with one or two odd makes, were included. There was a noticeable absence of single tricycles in line, and no bicycles were regularly attached.

The pace was generally easily kept by all, and frequent waits at the tops of the hills, kept the party well together. The rule of having a pacemaker who shall not be passed by anybody, and who would be careful to allow everybody to get fairly caught up and ready before going ahead, was a good one, and did much for the success of the tour.

The hills were walked or ridden by the riders as desired, and while the pacemakers in some few instance gave the fast ones a chance to "sail in," nobody was allowed to fall far behind, while at the same time they were allowed to ride comfortably. The ladies stood the test remarkably well, and in no instance was any such exhaustion found as was apparent in the tour of 1885, where everybody was his own pacemaker, and all had to strain every nerve to keep up with the party in its erratic spurts.

[To be continued.]



EDITORIAL IMPARTIALITY.

Editor Bicycling World: I am sorry that the rather carelessly-written paragraph next the last, in my 17 September letter to you, (B. W., 30 Sept., p. 405), should have been the innocent means of misleading you to entertain a wrongful opinion of Thomas Stevens, and so to censure him (p. 401) for something which he never said to me, and which the luckless paragraph does not assert that he said.

Neither in the talk which I had with him just before writing that letter, nor on any other occasion, did I ever hear him utter a word of complaint against your paper, or against any paper, for refusing to "give a chance to the other side" by printing opinions opposed to those of the editors. The subject of "editorial impartiality" in that form has never happened to be discussed between us at all. What we really talked about, on the Saturday afternoon in question, was the preference so manifestly shown by editors for reprinting the sarcasms and abuse which an ill-natured critic may publish against a book, rather than the praises which a more genial reviewer may utter in its favor. We had discussed this phenomenon

THE FIRST SHOT IS FIRED, GENTLEMEN,

And FRANK DINGLEY makes a big hole in the hundred mile world's record at Lynn, Sept. 22d. He knocks everything, from 51 miles, up.

Time: 5 Hours 38 Minutes 44 1-5 Seconds.

Eleven minutes better than the English track record, and 25 minutes better than the American track record; the latter by Ives on a racing wheel.

DINGLEY USED OUR ORDINARY LIGHT CHAMPION:

THEY ALL SAY THE SAME THING, "THE BEARINGS."

GORMULLY & JEFFERY MFG. CO., - - - Chicago, Ill.

before, and our theories about it are represented in the form of a dialogue, in the article which I have prepared for this month's *Wheelman's Gazette*. The words there attributed to Stevens and to myself are not, of course, the identical words which we uttered; but they are chosen as the ones most concisely representing our utterances. In similar fashion, when I wrote the B. W. paragraph, I put into his mouth words not really spoken by him, but words which I believed most clearly conveyed his idea that you or any other editor would be much less likely to reprint a "puff" for me than a sarcasm against me. He never yet suggested to me the notion that you or any other editor would be apt to reject a letter of mine, or of anyone's, because it reflected on themselves; and a more careful reading of the paragraph must convince you that it was not designed to convey any such erroneous notion.

KARL KRON.

Washington Square, New York City, 6 Oct., 1887.
P. S., 7 Oct. Since writing the above, your issue of this date has reached me, and I have read the letter on page 425, in which my friend Stevens "objects." I have nothing to say to this, except that his objections are just and truthful, and that I regret having misapprehended the drift of his thoughts, and having put words into his mouth which were capable of being quoted in a sense which I had no notion of attaching to them. I have just gone over the present letter with him, and have repeated to him as closely as I could, our "dialogue," as prepared by me for the forthcoming *Wheelman's Gazette*, and I find that I am mistaken in attributing to him, there or elsewhere, any "views" on "editorial impartiality" different from my own. His attitude in these talks was designed to be simply that of a questioner, applying to me, as a man of a quarter-century's experience with newspapers, to give him my explanation of the universally admitted fact that the editors prefer to reprint evil rather than good about any one in whom their readers are personally interested. From these questions, I drew the inference that his theory was "less charitable" than my own (as I said in the letter of 17 Sept., though without any wish to exalt myself in your opinion by the comparison); but as he now assures me that the inference was a very wrong one, and that he had no theory of explanation at all, I can only express regret that I made any allusion to our talk. The case merely shows how easy it is for men to misunderstand each other, even when on the best of terms.

ON THE SAME SUBJECT.

Editor Bicycling World: Since the appearance of my reply in the BICYCLING WORLD (Oct. 7) to our friend, Karl Kron's of the week previous, I have had a talk with him over the matter in which we appeared to differ. The result of our talk has convinced me that Kron had no idea of placing me in the attitude his letter would appear to have placed me in your eyes; and which called forth from you the paragraph to which I objected.

Moreover, I find that he has been laboring under a misapprehension in regard to the point in which he makes it appear that I believe editors allow personal motives to govern them in their choice of unfavorable or sarcastic comments, in preference to favorable ones, for quotation.

As he intends sending you a letter this week, in which all this is explained to our mutual satisfaction, I have no more to say, except that the whole affair seems to be one of those little mistakes that will occur now and then in the "best regulated families."

TOM STEVENS.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

It has been about decided that the proposed team bicycle road race between riders of the Cleveland and Star Clubs of Cleveland, Ohio, will be postponed until next summer. The weather has been so bad and uncertain that there is but little probability that the roads in that vicinity would be anything near the condition necessary for a good race. But though postponed, the event is not off.

THE New Rapid made a fine showing at the Baltimore races last week. A world's record for a 10 miles' road race, and four out of the five of the winning teams riding New Rapids.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalog on application.—*Adv.*

In answer to a correspondent, we would say that Dingley's record of 100 miles in 5:38.44 1-5, was undoubtedly accomplished. We cannot say whether the august body, the Racing Board of the L. A. W., will accept it or not. We cannot see why they should not, but in case they do not, the fact remains that the 100 miles was ridden in the 5:38.44 1-5, as our individual clocking and checking verified the claim beyond a doubt.

THE longest line of sundries in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalog.—*Adv.*

JACK ROGERS has been in New York for a month. People are wondering when the *A. Wheelman* will be out next?

Two hundred and fifty dollars in cash. Three Worcester's and 3 Webster's Dictionaries, worth \$80, and 4 Dictionary Holders, worth \$15.50, given as prizes for best essays answering the question, "Why should I use a Dictionary Holder?" For full particulars, send to La Verne W. Noyes, 99 and 101 W. Monroe street, Chicago, the maker of dictionary holders. Or inquire at your bookstore.—*Adv.*

GAY chinese lanterns decorated the machines of the Hyde Park (Mass.) Ramblers, a week ago Thursday, and the principal streets of that village. There were about twenty-five wheels in line, and Captain William Scott headed the procession.

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THIS seems to be a very off year for tracks in all parts of the country. We hear the rumor that the Roseville, N. J., Track Association are in a pickle, and that unless certain arrears of rent are paid by the 15th, the grounds will pass into the hands of the creditors. We are sorry to hear this, and only hope the association will be able to stem the tide, and come out on top.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.—*Adv.*

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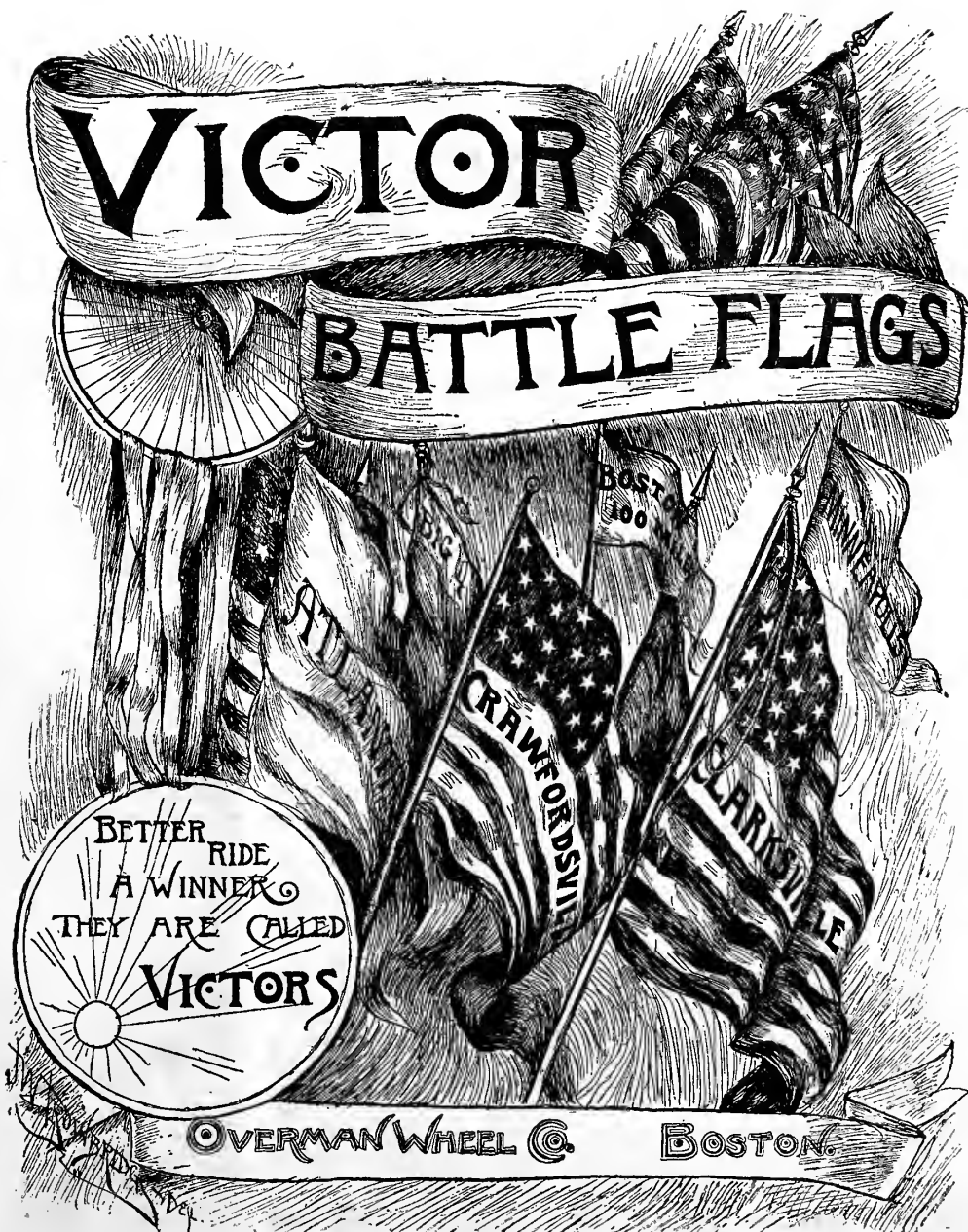
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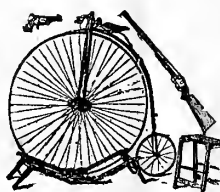
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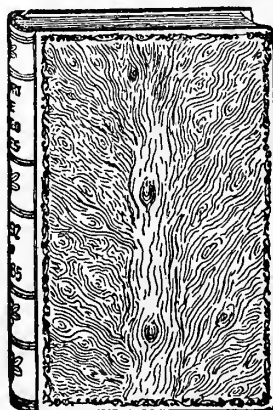
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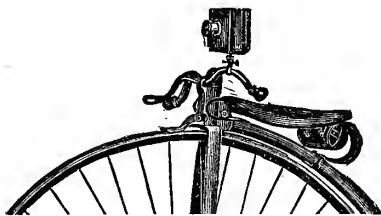
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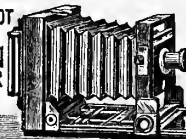
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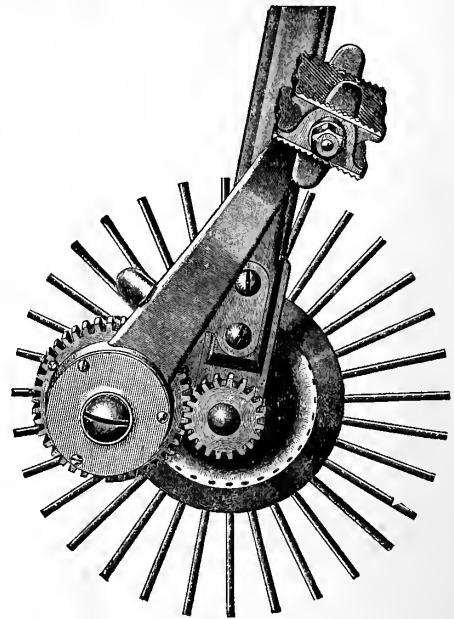
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 21 OCTOBER, 1887.

A 24-HOUR AND A 100-MILE ROAD RACE.

THE WORLD has from time to time pointed out the comparative unsatisfactoriness of records made against time, as compared with records that are made in *bona fide* competition. This statement is true of "records" made thus, whether on the path or on the road, but especially on road records do we think that it is money and energy thrown away, as there are, unfortunately, always doubting Thomases ready to throw suspicion on the authenticity of the claim, no matter who makes it. This fact is aggravating to the claimant, and is not conducive to perpetuating the confidence of the public at large. The track records are all as good as far as they go, but what a much greater value the great performances of Rowe, Rhodes, Ives and Dingley would have had they been made in competition? True it is, that records made in matches on the track are passed on by the L. A. W., and the chances for disbelief much less than in the case where the riders have less care in checking. To the end that the possession of long-distance road records may assume a greater value from this time forward, we have decided to inaugurate an annual race of twenty-four hours' duration, and also one of one hundred miles over a course of not less than twenty miles in length, to take place over roads in the vicinity of Boston. Further, in view of the disputes that seem to arise the moment a road record against time is made, we have decided that the WORLD will not accept any road record made after October 31st, 1887, unless same be made in open, *bona fide* competition over a course of not less than twenty miles. We do this in the interest of good sport, and we hope the trade, the public and the prospective holders of records will see it in that light. We should not have taken this arbitrary stand had there been any organization in the United States that controlled road racing, but as there is not, and until there is, we think the attitude taken by the WORLD will receive the hearty endorsement of both trade and riders. The first race given by the WORLD will be the twenty-four hour, and will start Oct. 31. The hundred-mile race will take place Nov. 5. Entries received for the first race up to Oct. 29, and for the second race up to Nov. 4, to BICYCLING WORLD. Entrance fee \$2. Elegant gold medals for firsts, and for second fine medals. The route we have in mind for our proposed trials is a simple and direct one, a route on which it will be impossible to skip or go astray. We shall publish rules and regulations next week, and also route.

MR. BASSETT in the last issue gives his reasons why he does not look on the Ives 100-mile record as being reliable. At the

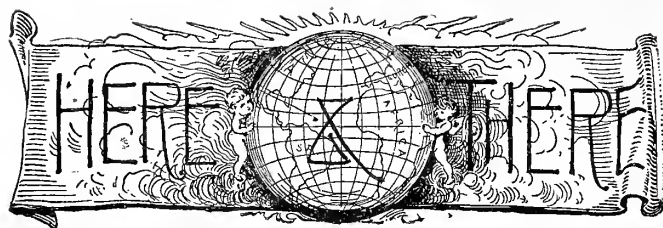
time the record was made Mr. Bassett was editing the *Cycle*, and on page 37, volume 11, he gives space and credit to Mr. Ives. Mr. Bassett says he has a little book that he jots down such records as he deems authentic, and that because of the quality of timers, and the inexperience of the men holding the same, he never put these records down. Now would it not have been better to have questioned the records at that time in his paper, and not brought the matter up at this late day? Perhaps we do the ex-Chairman an injustice, and maybe he can refer us to the *Cycle*, where he placed the mark of his skepticism as to the authenticity of Ives' claims, just the moment he discovered the value of the watches, and the unreliability of the holders? It is late in the day to raise the question, and it is not of much moment, as the record of Ives' is no longer "the best." Only one thing, we think it would have been better for the editor who "tries to be awake to the news and issues of the day," if he had given the benefit of his "wakefulness" to his readers, and let his precious "little book" go.

SHALL WE MEND OUR WAYS.

In other words, how can those most interested in, and benefitted by, good highways, be waked to a realizing sense of the importance of having them? In nearly every portion of the country, and even in many thickly populated sections, poor roads are the rule, and a good system of highways the exception, when the reverse should be the case. What is the trouble? It is not that our farmers prefer to haul their produce to market over dusty, muddy, or rutty, ill-made and uneven thoroughfares, often mere *trails*, to town, for there is not a farmer who can read his Bible and his agricultural weekly, but that knows a good road is money in his pocket. It is not that horse owners and those who drive for pleasure do not appreciate a well-graded, smoothly-surfaced highway, for it means to them a considerable annual saving in wear and tear of horseflesh, vehicles and harness, to say nothing of the personal comfort of those who use the highways. It is not that property owners do not realize the enhancing of values in real estate, where decent roads are the rule, for the thing is apparent on its very face. What, then, is the difficulty? Chiefly, that what is everybody's business is the business of no one, and the wheels are never set in motion. A, B and C would be glad to have the highways improved, and would be willing to pay their just proportion of the cost, but each feels that he is only a single individual; that his voice and vote count but *one*, and that he is powerless to bring about any change, so holds his peace.

This matter is far better understood across the water than in our own country. England, France and Germany are full of splendid thoroughfares, which, when seen for the first time by one used to American "country roads," are a revelation. They are well surfaced, well drained, well graded, clean, and often straight for considerable distances. They are of proper width to be economically kept in repair, while filling all the requirements of travel upon them; and frequently they are shaded for miles with forest or fruit trees, and it is a delight to journey upon them. It is true that many of them are military roads, but the country through which they pass is the better for having them, and they are a big investment even from a peace stand-point. In America, save in sparsely-settled regions, it is possible to have as good roads, and while the first cost might be considerably larger than the present annual expenditures for mending (?) existing highways, they would be more easily maintained afterwards, and the section owning them vastly benefitted in every way.

The worse than useless system of working out road taxes, in vogue in many sections, must be abolished, however. There must be changes in the laws, and a little hard sense, if not "science," used in road construction. This means a civil engineer, or some other such competent person, to be employed by the county, who shall not only be qualified to build good roads, but shall have control of it afterwards, and the control of the sufficient annual appropriation to keep it in good repair. I wish the go-ahead, energetic, level-headed young men in our farming communities would take this matter in hand, and talk it up in the grange, in the agricultural club and even in town meeting, to the end of bringing about a change in public opinion upon this theme. The village improvement societies are doing something, but *all* who are interested should get a finger into the pie. Perhaps in a few years we should see some results. And while suggesting the importance of better roads, it would not be a bad idea for some of our leading agricultural newspapers to agitate the subject of wide tires for heavy vehicles, to the end of reducing the wear and tear of existing roads perhaps 50 per cent.—Charles Richards Dodge in *Country Home*.



ENGLISH LETTER.

"SENATOR."

OSMOND beats Furnivall at the Kildare meeting, and at "Furny's" own game, too. But the ambitious "Percy" did not lay down and bemoan his fickle luck, but goes to Surbiton track (Jack Keen's old stamping ground) and proceeds to pulverize all amateur records from eleven to twenty-five, and, strange to say, the Berretta lad made nearly all his own pace! Place the men (Osmond, Illston, and Furnivall) on the same mark, and I would still "plunge" on the Doctor's flying son. A rather funny incident happened the same day that Furnivall's colors were lowered. The *Pall Mall Gazette*, of "a maiden's tribute" fame, came out with a scorching denunciation of the "degeneration" of the cycling path and cycling in particular, and the article praised Furnivall up, and strongly—nay, boastfully—stated that the latter was the only "amateur" who had clean skirts in the racing world (of course that means England, as the United States and colonies are *not* cycling countries).

THE cycle and sporting press almost unanimously, the following week, charged Furnivall, *pater*, with being the author of the "article." This, however, the old man denies, in language more forcible than polite, in a postal card to the editors of *Wheeling*. The fearless boys of 152 grimly responded, stating that, learning the doctor's penchant for praising his own son, "they receive his denial with a certain amount of reservation." So do I and many more. "What fools these mortals be." I have been taken to task, editorially, by my friend, G. L. Hillier in *Bicycling News*, over my mistake in mixing the N. C. U. with the C. T. C. badge. I acknowledge my error, G. L. H., but must still insist that the L. A. W. badge, invented by the American, Lamson, looks "all very fine and large on the C. T. C. uniforms. Claiming as you do, Mr. H., to be far ahead in things cycling, don't you think this piratical act of "My Dear Shipton" could have been well avoided? By the way, I called on the C. T. C. boss on Monday last, and was received in state by the fifteen clerks who transact the immense volume of business connected with the organization under Mr. Shipton's management. After a short wait, I was ushered into the private den of the Fleet street gladiator. Our acquaintance through travelling from Edinburgh to London in a Pullman, served me in good stead (not *Pall Mall* Stead), and the consequent embarrassment of a first meeting was thereby avoided, although my weather eye caught sight of the issue of *BICYCLING WORLD* with my criticism of C. T. C. badge therein. A kindly, sensible chap, seems this same Shipton; a little eccentric possibly on certain subjects, but who have not their faults?

ONE thing is certain, Ernest Shipton is a successful organizer and business man, or 21,000 names would not be now on the C. T. C. books. The offices of this gigantic body are at the back of the *Sportsman* building, and take up an entire floor. My visit was through a communication from J. Purvis-Bruce, late of Edinburgh, now sporting editor of the *Minneapolis Tribune*, a C. T. C. and L. A. W. man, who wished me to call on the C. T. C. boss.

CYCLING in the Midlands was brought practically to a close here yesterday on the Ayleshire grounds, when the best day's cycling seen in the Midlands this season was given. The programme consisted of the ten-mile lap race between the great "Dick" Howell and W. M. Woodside, the one-mile open handicap, with Temple, Howell, Woodside, Lees, Dubois and Medinger (European team), and A. H. Robb, all on scratch, the limit at 200 yards. I got Maltby, the all-round-the-world (Birmingham, Conn.) trick rider, to run down from London in order to introduce him to the Midlands. Some forty starters took part in the handicap, Woodside and Howell "standing down," in view of their important contest, which there was a good deal of "bad blood" over. The day, like all English autumn days, was cold and cloudy, and the track heavy from rain, and notwithstanding this the importance of the meeting induced nearly three thousand people to pay toll.

WHEN the two "big 'uns," Howell and Woodside, made their appearance, mounted on 59-inch wheels, a great cheer went up—the Englishman looking determined and well trained (al-

though it was whispered he was not the "Dick" Howell of last spring.) Possibly so, but the race proved he was still a good one. The start—Howell went off with the lead of a slow pace, Woodside being held back by his trainer, the veteran "Bob" Patrick; three hundred yards from home, the shout went up, "Howell is going," and so he did, and like a bullet to the wire, with Woodside at his little wheel, making no determined effort. After four more laps for Howell, Woodside at the quarter-mile post (track 2 3-4 laps), in answer to Morgan's whistle, shot out, and with a clear two lengths ahead shot the tape. Sixtimes in succession he did the same thing, and Howell now was nearly "settled," and was allowed to take three more laps, when the gallant Quaker, with a dash that surprised all, played around the English champion, and won comfortably with 14 laps to Howell's 11. Howell on dismounting shook his opponent's hand and remarked: "It's all right, Mr. Woodside; you have beaten me at your lap game, but neither you nor any other American can beat me in a scratch race from 1 to 20 miles, and my money says so."

WITH this parting shot the vanquished was taken by his trainer to his dressing room. Some £500 changed hands on the race, and a gentleman from Philadelphia made enough to keep himself without further work for four months.

WOODSIDE was shouldered and cheered tremendously, as he is here, as in America, a most popular sportsman, and his bad luck last Saturday, when he had the fifty-mile at his mercy—his machine breaking down at 35 miles—made him many sympathizers; the press and public declared he would have won barring his accident.

THIS victory was speedily followed by another. I had telegraphed Temple, who was exhibitionizing in Ireland, to be on hand for the handicap. The morning of the race brought the Chicago boy, who had travelled by boat and rail all the previous night. After trying a new wheel, he was put to bed, and at 3 o'clock he turned up smiling. His smiles turned nearly to tears when he found he had left his racing shoes in Ireland. With the aid of a file and knife he, however, converted a pair of Morgan's No. 8s into shape for his use, and won his preliminary or first round in a canter.

THE second round the sprinter Medinger of Paris won on scratch, with Temple, but retired after going the first lap at a terrific pace, which, however, failed to shake Temple off, and he came up to the 140 limit man like a thoroughbred (which he is), and run, looking around, in 2.46—fastest heat of the day.

SPECULATION row ran high, for the Wolverhampton crowd had a "soft thing" in one Pickering, who had not "tried" for three successive handicaps in order to get a good mark, and the handicapper was lenient enough to give Pickering 130 yards.

A LIKELY looking man, mounted on a 56-inch wheel, is this same Pickering, and the odds, 5 to 1, on him, rather rattled Temple's strongest supporters. The cry was 2.46 will win the final, and Temple can't do it again, but Pickering can. "Don't you make a mistake. I can do 2.45 to-day, although the track is soft and the wind and cold against me," was the little American's response.

DARKNESS had set in just as the final was called, and four men, Temple, scratch; Farndon, 65, the favorite; Pickering, 130, and A. Patrick, 160. A smart game was attempted by the Pickering crowd. Farndon's supporters, who were in collusion with Pickering's, sent word to the American that on Temple catching Farndon the latter would set the pace and pull him through as far as he could in order to catch the limit men.

THINKING the Yankees would take the bait, they at once proceeded to put more money on Pickering to win, and the little game was discovered in time to report it, and here it is: Farndon was to pretend to make pace and hold Temple back, in order to let Pickering get away and win. Just before starting Morgan rushed across the field and shouted: "Go right through, Temple. Don't wait for Farndon."

TEMPLE caught Farndon before he had passed the quarter; resting about 50 yards behind him he slipped him, and crowding on all sail, pedalled like a demon through the next lap, and when the bell rang he was only thirty yards behind the prospective winner. Here American pluck came in. The pace was tremendous, and it was a case of three against one. At 500 yards from home little Temple got up with the field, and the darkness now completely hid the desperate struggle that was taking place between England and America on wheels. The crowd broke loose and swarmed along the finish. Out of the darkness like a flash of light the American colors were seen to gleam for a moment as the last 100 yards were reached, and driving his wheel past the post first in 2.45 with a last tremendous effort, the victor Temple received possibly the greatest reception

that has ever been accorded a handicap winner. The track was very heavy, and a strong wind was blowing. Are we "representative" Americans, now, Mr. Editor? I plaintively inquire.

No doubt many of your readers remember the unfortunate ending of the trip taken by Prince, Rollinson, Eck, Higham and Armaindo some three or four years ago, from Chicago to Frisco, and the mishap that befell F. S. Rollinson. It seems Rollinson fell in with thieves, as he was arrested for an alleged robbery from a woman of easy virtue and less sense. A companion (who was more or less of the tramp persuasion) was also concerned in the "business," and against whom no conviction could be obtained, as part of the stolen jewelry was found in Rollinson's pocket.

The latter protested he was unaware of the presence of such in his possession, but the circumstantial evidence was too strong against him (although I believed, and Prince, Higham and Eck told me they believed Rollinson was innocent). Justice, however, (without influence or money) is sometimes allowed to take its course in the United States, and poor Rollinson was sent for two years to be a guest of the State Prison at Nappa, California, and the scoundrel, Burns (not Bobby), was set free. Here's a romance in real life, please just listen: * * * Poor Rollinson, through grieving, knowing himself innocent, became affected in his upper story, and was transferred, so report says, to the Stockton Insane Asylum.

After improving in health some friends interceded, and he was allowed his liberty, and feeling dishonored (and disowned by his parents, who are wealthy, in Somerset, England), he was given a job by a ranch owner near Sacramento, Cal.

After staying on the ranch some two years, his health was completely restored, and he sailed with Maltby to Australia, working his way before the mast, in order to commence anew in a strange land. His pluck in assuming ordinary seaman's clothes, and working his way in order to get away from his disgrace, is a quality I never gave "Professor" credit of possessing, although I honor him for it.

After being twelve months in the colony, a letter arrives which, if taken advantage of, could have replaced Fred S. Rollinson in the affection of his family and friends once more, but he stated, "they believed me guilty and left me to the law in my distress, now I can do without them." The letter clears up the mystery, and Rollinson has many friends who will be glad to know he was guiltless of the crime charged against him. It was as follows:

"I, John Burns, knowing I am dying, voluntarily make the following statement: The crime said to have been committed by F. S. Rollinson, at Sacramento, California, by stealing a quantity of jewelry, and drugging Mrs. — of — street, for which said Rollinson was arrested, convicted, and cast into State Prison, was not committed by Rollinson, but by me. I it was who drugged the woman, and it was I, alone, who stole the jewelry; and becoming alarmed, I placed same in Rollinson's pocket, to clear myself. I am sorry and repentant for my act, which has caused Mr. Rollinson pain and punishment, and I trust in the hereafter to obtain forgiveness, for I cannot expect he, who has suffered so much through my acts, to forgive me. Signed, J. BURNS.

The letter was duly signed by the Chaplain of a California poor-house, when the unfortunate man breathed his last, and was duly forwarded to Rollinson, who, in reading it, cried like a child, but, my informant states, freely forgave his enemy. He has refused repeatedly to have the letter published, and this is from a hasty copy obtained by a gentleman just from Australia.

The end also reads like pictures in a romance. Meeting Miss Hart, daughter of Mr. Henry Hart, proprietor of the Australian Comedy Company—known all over the world as "Hart's Happy Hours"—and who has a pretty summer residence at Wellington, New Zealand, the "Professor" became engaged, and, notwithstanding strong opposition from the proprietor of "Happy Hours," finally captured the lady, who, my informant says, is a most pleasant and accomplished lady. Mr. Rollinson now is part proprietor of the company, vice *pater* Hart resigned, and is making money. It seems Rollinson is aged a good deal (and no wonder), but otherwise is a much improved man. Suffering purifies like gold in the hands of the smelter. Let us hope Fred S. Rollinson will live to receive every benefit, which a wilful act by another made him an outcast and a sufferer, when innocent.

NEW JERSEY NOTES.

"RATCHET."

far as can be learned. The township committees are putting in their fall repairs on the Irvington-Milburn road, and if 1.30, or better, is not scored on election day, it will be the fault of the weather or riders, and not the road.

THE boys have been taking advantage of the fine weather of the past week, and bikes and trikes, without number, could be seen on the avenues and streets in Newark and the outlying towns. The roads are in prime riding condition, as

S. J. BERRY, JR., has been elected Captain of the Elizabeth Wheelmen, *vice*, E. Martin, resigned.

WILL ABBOTT and Fred Shuit of Passaic started a-wheel for Washington and Baltimore on Tuesday, Oct. 11. They were to go by way of Trenton and Philadelphia, and intended to consume two weeks on the round trip.

At the last regular meeting of the Hudson County Wheelmen, the club adopted a very handsome "thousand-mile badge," one of which will be presented to any member who accomplishes that distance on the road within one year, beginning Jan. 1, 1888.

A ROAD race, from Newark to Paterson and return, is being talked over, but I am inclined to think it will fall through, as the road, direct, is bad, when the question of making decent time is considered. Morristown would give much better riding, although for those who wish to pose as "rough riders," Paterson would fill the bill.

THE Elizabeth Wheelmen expect to have a grand old time on the evening of Oct. 9, weather permitting, when a Chinese lantern parade will be held under their management. Arrangements are being made on big lines, and invitations have been extended to the Hudson County, New Jersey, Atalanta, and Union County Wheelmen, Plainfield Bicycle Club, Ilderan Bicycle Club of Bayonne, Roseville Ramblers, and Orange Wanderers to participate. I will venture to say at this early date, that the affair will be a success as the boys of the E. W. never do things by halves.

NEW YORK.

"THE RAVEN."

THE feeling here strongly favors the carrying out of the "Owl's" scheme for a reunion of the cycling veterans. I consulted him about making ten years' service obligatory for the honor of membership in the august body, but he still maintains that he thinks that is the least time in which a rider can call himself a veteran, but he leaves that, and other points to the wisdom of those he hopes to see take the affair in hand. I would like to see it eight years, as that would let me in, as well as yourself; but I am willing to wait two more years, as the fewer sharers there are in the honor, the greater it will be.

Now that the English army have adopted cycles as part of the equipment of their forces, I suppose we must expect the navy to follow suit, and, in consequence, a nondescript, of the late lamented "Captain Jinks" variety, will be the result, and the world will be treated to a view of the "wheel marine."

THE dilatory manner in which the wheelmen of this city and Brooklyn are responding to Chief Consul Bidwell's appeal for their aid in the payment of the debts incurred in the opening up of Central and Prospect Parks, is a disgrace to the two thousand wheelmen who are directly interested, and makes them worthy of the title of "poor white trash," which I recently overheard our colored janitor term them, when speaking of the affair to his coadjutor.

THE above fact reminds me that the men one meets, with so much pleasure, at the Board of Officers meeting, are *not* representative types of the wheelmen at large; if they were, how very different things like the above would be. The members of the Board are like the top layer that you usually find in a barrel of apples, they are the best and biggest of the crop, and by their ability and good qualities, help to palm off the much inferior fruit that one finds when a search below the surface is made. This is a fact, not a compliment.

W. C. HERRING, who has for almost a year past been sojourning abroad, sampling Continental wheeling, will return to this country on a flying trip this winter. He will bring over with him a party of English wheelmen, and will entertain them chiefly in Florida, where he owns a large orange grove in partnership with Wm. D. A. Camara, ex-Treasurer of the Ixions. It is rumored that the "Owl" is to be of the party, and that he will flit southward about January first, for a three-months' starring engagement there.

MR. ARTHUR PRYOR, who has been in the employ of Bidwell for several years, has left there, with the intention of starting a stock company to open a bicycle establishment on the east side of the park, in the vicinity of Fifty-ninth street and Fifth avenue, where one is sadly needed, now that the park drives enable East side residents to secure an outlet other than those offered by our miserable cobble-stone pavements. While the idea of the locating of a bicycle business there is very good, I am afraid that the stock company part of the project will not succeed.

I HAD a ride on a tandem bicycle the other evening, that I must say rather upset some of my previously formed ideas about its diffi-

culty and dangerousness. The wheels were simply the driving wheels of two Experts, connected by a bar, that is the invention of Mr. Vallentine Muller, an ex-member of the Ixions. The coupling adds but twenty pounds in weight to the two wheels, making the tandem thus much lighter than two bicycles; the front rider steers, and the brakes can be used by both men; two points that are great improvements over the old type of tandem-bar that Papa Weston introduced me to some years ago. Mr. Muller invented and manufactured this for his own amusement, but the comfort, speed, and ease of propulsion that two riders can secure through its use, ought to tempt him to give others a chance to get one. *

THERE was a revival of that old argument the other evening in the club, as to whether the top or upper part of a bicycle wheel didn't go faster when in motion than the lower part. It was fought back and forth for some time, and neither side seemed to have the best of it. I determined to settle it; so I wrote Doctor Kendall about the affair, and asked him to demonstrate the truth or absurdity of the question, by the means of his camera and instantaneous views of a revolving wheel. The result seems to bear out the idea that the top does move the faster. In the photograph, the outer ends of the upper spokes appear indistinct by reason of the motion, while the outer ends of the spokes in the lower part of the wheel are photographed with distinctness. As Doctor says, "the camera is mighty, and must prevail."

PITTSBURG PARAS.

"DUQUESNE." WHY has Pittsburg never been given a word in wheel papers? We have upwards of three hundred riders in this neck of the woods, but so far, never a scribe to do us justice. Our races are always successful and our prizes unequalled, but not a line do we get in the cycling press. If Mr. Jones rides a mile in New York in four minutes, it is heralded all over the country, while Berlo, Banker, Stenken and Wilhelm ride here, and are never mentioned. This is not as it should be. We'll endeavor to rectify this state of things; be patient with us, our errors will all be from "verdancy," not from malice.

BANKER say his stomach went back on him in the five-mile Pennsylvania State championship. Hard luck!

SCOTT won the Pittsburgh Wheelmen's championship, but "the man who fell" wants to have another go at him.

BERLO, Wilhelm and Stenken unite in praising our medals, which they say lay over anything they have ever seen.

NASHVILLE, Tenn., secures one of our most enthusiastic riders, in the person of F. S. Carmack, First Lieutenant Keystone Bicycle Club.

THE ever genial Hoover has tired of Chicago, and will spend the winter with us. He is almost a "Veteran;" think he began riding in '79.

THE *East End Bulletin* man has yanked the flying start chestnut from its grave. He must have been pushed for copy. Is he related to Hicks?

THE National pike road race will not down. The Brownsville folks want gore. Well if the Pittsburg contingent enter they will get some.

STEIFEL won the Keystone Bicycle Club championship from Clark, who has been the club flyer for years. I understand that Clark has given up racing for good.

DIPPOLD, Robinson and Hays are doing the Shenandoah. Hays holds the acrobatic record of Western Pennsylvania, having climbed over the head of his machine eight times in eight hundred feet.

THE Alleghany cyclers should not allow a disgruntled minority to jeopardize the stability of the club by kicking on all occasions. It takes years of patient work to build up a club; do not allow a few to sow dissensions which will result in useless bickerings and puerile controversies.

THE urbane and gentlemanly Mr. Banker got there in great shape at Gentleman's Driving Park, Oct. 3. In the one-mile handicap the scratch men (Berlo and Stenken) worked hard, but couldn't go fast enough to catch Billy. With training he would undoubtedly finish away up front with the best amateurs of the country.

LENZ surprised the knowing ones by the manner in which he scooped the two-mile 6.30 class. Jessup of Kittanning is a good one. The spurt he made on back stretch in the novice, would do credit to some of our would-be flyers. We hear that the tandem race was not "conclusive" to the defeated ones, and they will probably come together at earliest opportunity.

CRAIG of New Brighton, who climbed every hill between Girard, Pa., and Buffalo, N. Y., says that the famous Silver Creek hill is not so hard to climb as the west side of Walnut Creek, between Erie and Girard, which he conquered on third attempt. Has Bowen of Buffalo ever tried it? As but few of us have ever seen Silver Creek hill, will some one who has been there, kindly give me an idea of the gradient.

M. VIDAL, champion of the Southwest of France, in speaking of English tracks and roads as compared to French, says, "there is simply no comparison; the English racing paths are as much superior to ours, as our roads are to the English ones. * * * One agent in Bordeaux has not sold a machine this season weighing over twenty-six pounds * * * Out of twenty-five machines, twenty are racers, four semi-racers, and one roadster." They certainly must have the roads over there.

DELAWARE NOTES.

"DOTT."

THE interest in cycling has been greater the past week than we have seen it for some time. The coming race for the championship of the Wilmington Wheel Club induced the fast ones to go into active training, and the others to feel an interest in the sport much above the ordinary. The race was held Saturday, 8th inst., in connection with the Warren Club sports. Our local wheelmen showed up well in all the races.

THE one-mile race for the championship of the club had McDaniel, Merrihew, Pyle, Wilson and Bertolette. They finished in the order named, McDaniel's time being 3 minutes 15 seconds.

THE scratch race for one mile had Schwartz of Reading, Dampman of Honey Brook, Harding of Philadelphia, McDaniel and Merrihew. They finished in the above order. Schwartz's time, 3 minutes 14.5 seconds.

THE most interesting and exciting race was the two-mile handicap; Schwartz to scratch, Dampman 8 seconds, Harding 15 seconds, McDaniel 25 seconds, Merrihew 25 seconds. McDaniel won. Schwartz lost by a fall at the start, and Merrihew dropped out from a loose pedal. The race was close and very exciting. Thus ended the first really good bicycle event we have had in our town.

SUNDAY morning, 9th inst., found twelve of us at the B. and O. station for Philadelphia. We had heard that our two crack road riders intended to break the record on the Lancaster pike. The club members accompanied them out to Paoli. The record was first held by G. D. Gideon, of the Germantown. The next was Kohler of the Pennsylvania. Nov. 13, 1886, Gideon again won it in 57 minutes, and on Nov. 20 Kohler lowered the record to 55 minutes 10 seconds; it was held at that until last Sunday (9), when B. Frank McDaniel lowered the record to 53 minutes 55 seconds, and S. Wallis Merrihew made the run in 55 minutes. The riders were started and timed by John A. Wells, editor of the *Athlete*, Messrs. Randall and Mayer of the Pennsylvania, and Frederick Kurtz of Wilmington. McDaniel was paced by Dampman, Capt. Roberts, Supple, Lehman, Johnson, Dallett and Van Dusen. The Wilmington wheelmen are certainly proud of the fine showing made on Sunday. McDaniel held the record from Sunday to Thursday. H. B. Schwartz and F. Dampman, who had been staying in our city since the races last Saturday, made up their minds to take a shy at the Lancaster pike before going home. Schwartz made the record 52 minutes 5 seconds, and Dampman came in only 2 seconds behind. At the same time Messrs. John A. Wells and H. Synnesveldt made up their minds to have another go at the record, making the distance (15 miles) in 58.05, which is record for that particular bit of road.

OUR division members are hard at work, preparing the road reports to go in with the Pennsylvania, New Jersey and Maryland Road Book. We have sent out blanks to every member, and the city members intend to ride and measure most of the roads, as we have but few members outside.

WE have one advantage; our State is so small that there are not many roads to report. Still it works to a disadvantage having so little money to spend. The returns from thirty-three members won't pay for much printing, etc.

THE streets in town are so very bad we have practically given up riding to our work. We expect to have, shortly, one square of asphalt blocks. Think of that; one square of good street, in 150 miles, in a city of 55,000 population! I was agreeably surprised to find last Sunday, in coming to Wilmington, via Philadelphia turnpike, that the old fossils had roused up and actually repaired the road. I only hope the effort was not too much for them, and that they may keep on and finish it up all the way.

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

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IF this small band of wheelmen can arouse the interest and secure better roads and streets, we will feel paid for what we have done in the past, and will continue to bring their condition forcibly up at stated intervals.

WE have three clergymen, new riders, this year. Rev. E. L. Hubbard of New Castle, and Rev. Mr. Paull of Delaware City, are quite enthusiastic, and I hope some of our clergymen of the League will induce them to come in.

RECORD OF THE WEEK.

EVERY once in a while we hear of disastrous results from reckless and dare-devil riding. Mr. T. P. Lovell, of John P. Lovell's Sons, was out riding last Sunday in one of the suburbs of Boston, when he noticed a cyclist on an ordinary, and a pair on a tandem, scorching for leads. Mr. Lovell had a good horse, and as he became interested in the race, he determined to follow and see who got there. All at once the man on the ordinary pushed to the front, but before he could get past, he was seen to waver a moment, and then go down with a fearful crash. On reaching the fallen man, he was found to be awfully cut about the face, the skin of the forehead having been pulled off and lay in a dreadful mass over his eye. He was kindly cared for by Mr. Lovell and some people who lived near the scene of the accident. The name of the unfortunate rider was suppressed.

MALTBY is now one of the American team.

"SILENCE is golden," 'tis said. We wonder of Wells thought so last Monday.

THE rioters at Lillie Bridge, London, are receiving the gentle attention of the local magistrates.

THE Nashua (N. H.) club entertained the Manchester (N. H.) bicycle club at dinner last Sunday.

GRANT BELL and Percy Stone at Minneapolis in a five-mile race for \$50 a side, Bell won in 18 minutes time.

BERGEN POINT, N. J., is said to be laying out an athletic ground to cost \$25,000. It will include a cycle track.

THERE are nearly half a million cyclists in Great Britain. In the United States there are barely sixty thousand.

WET weather and high winds put a stopper on the Victor team's assault on the road records at Clarksville, Mo.

CHAIRMAN COOLEY's absurd rule in regard to road racing got just the quietus it deserved. Who is Cooley, anyway?

THE Victor team will transfer the scene of its labors to the Lynn track, and will there dally with the records for a while.

THE Boston Club restaurant was opened for the winter season last Saturday. Table d'hôte every evening at 6 o'clock.

THE N. C. U. will be asked to take steps to prevent the promotion of road races by "incompetent and unauthorized persons."

DUCKER insists that Buffalo must have a track. Buffalo better succumb gracefully, for when Henry E. says "track," a track there will be.

A. L. BOWER of London now holds every tricycle record on the path from 21 to 150 miles. His latest are 100 miles, 6.9.26, and 150 miles, 10.18.29 2-5.

THE Bristol (R. I.) Wheel Club hold a race meeting October 22. There will be ten events. A good band will be in attendance. Race to commence at 2 P. M.

WE hear a rumor that Harry Etherington is to visit this country soon, with a view of making arrangements for the establishment of a show of general sporting goods.

Tomorrow (Saturday) will see some good races at the West Philadelphia Athletic grounds. Some of the best men in Pennsylvania and New Jersey will compete.

THE last Tally-ho excursion of the Boston Bicycle Club was the most enjoyable one of the season, 40 members in all turning out, 20 being on the drag and 20 on cycles.

MR. SHRIVER is gratified at the amount of opposition and criticism his now celebrated circular has raised. It is funny what a little thing will gratify some people.

WHEN cycling is tabooed by the condition of winter weather the Boston Club will resolve itself into a pedestrian club, and stride over the frozen surface in quest of health and sport.

THE rumor that the Springfield Roadster team is to be sent over the 1000-mile course from here to Chicago is not true. They do not care to race Father Time; they want flesh and blood competitors.

THE Warren (Mass.) Club will try to make the long winter months pass pleasantly by having rifle shooting and whist tournaments. Several dances and other entertainments are on the tapis.

MR. HAROLD R. LEWIS and wife, of Philadelphia, have tandemed 2200 miles through England and the Continent. They stopped only when they found the rubber tire all worn out, and they were riding on the rims.

IF RHODES or Hollingsworth make a successful attempt on the 100-mile record Thursday we shall give the bare result, even if nothing else. If the weather is favorable one or the other will make a try for it anyway.

EVERY cyclist in Boston was glad to welcome the jolly "Larry" Overman home, after a prolonged trip West in the interests of the Overman Co. Mr. Overman has almost entirely recovered from the effects of his bad tumble last spring.

FRANK DINGLEY went East and was interviewed by a Lewiston, Me., reporter. The result—that marvelous story of how Frank knocked a horse down by riding full speed at him, has been going the rounds. Dingley is great on long distances—and yarns.

THE backers of Howell in the recent great lap race won by Woodside, must have felt sore, as the odds offered were from six to four, and as high as four to one on Howell. All accounts give it as a grand victory for the Irish-American, and a popular one withal.

H. D. COREY sailed for England last Saturday on his annual tour. He goes in the interest of Messrs. Stoddard, Lovering & Co., and the Rudge people. He will as usual keep his eyes open, so that next season the riders may get the benefit of his experience and research.

THE Lynn *Item* asks us what is the matter with the record of Morgan and Armaido made on the Lynn track last fall as compared with W. C. Goulding and C. W. Brown's great road tandem record? Nothing the matter dear *Item* but the difference is that one was made on the track and the other on the road: See?

DEFEAT met us but did not overwhelm us, in our race with Mr. Hodgkins last week. The handicap of four minutes was a bit beyond our limit, he finishing a good 150 yards to the better. This was our first, and we think we can pledge ourselves that it will be our last, appearance as a racing man. Distance, six and one-half miles. Time, 32m. No records broken.

DR. EMERY thinks that St. Louis is about the best place on the top of this footstool. Whenever the popular doctor goes to St. Louis, the wheelmen there just lay themselves out to entertain him. As the doctor took Klipstein in tow while in Boston, "Klip" took on himself the pleasure of showing Emery the sights of his own town. A dinner at the Lindell was one of the attentions shown the Roxbury man.

IF the antiquated chestnut bell were still permissible we should expect to hear its familiar "ding-a-ling" on printing the following, taken from the *Cyclist*, but this aluminium question should be one of interest to all riders, and we therefore risk the derision of those who may incline to whisper "chestnuts:" "Cheap aluminium has long been the dream of chemists and engineers, and since the days when Deville was helped in his experiments by the late Emperor of the French much time and money has been spent in bringing the matter to a practical issue. Only, however, during the last few years has any practical advance been made on the old method. It has been conclusively proved that the metal aluminium cannot be reduced from its ores like tin and copper, neither does it exist in a naturally free state like gold, and for its economic production the cheap manufacture of another metal sodium is necessary. Mr. H. G. Castner, of New York, has successfully achieved this end, and the cost of the latter metal has been reduced from 8 shillings to 1 shilling per pound. Mr. James Webster, of Birmingham, has also succeeded in producing the chloride of aluminium in a state of purity and at a very low price. The result of the combined processes will, it is believed, effect a revolution in the metal trade by the cheap production of pure aluminium. A company was recently formed, of which Sir Andrew Clarke is Chairman, and which has on its board Sir Henry Roscoe, the greatest technical chemist of the day, who is thoroughly convinced of the value of the patents. Mr. Gerald Balfour, M. P., also a director, pointed out to the shareholders at the statutory meeting that not only was there a large demand for pure aluminium, but that its alloys, possessing as they do a greater tensile strength than steel, with freedom from rust, were available for all purposes, from heavy ordnance to small objects of jewelry; in fact, from the proverbial anchor to the domestic pin."

24-HOUR TANDEM RECORD.

ON Tuesday, Oct. 4th, Mr. G. P. Mills and Mr. R. Tingey rode an Ivel tandem, 301 miles in 24 hours. A. J. Hills says: "The finish was strong and well. I could hardly hold them, though I had a good and fresh mate on a tandem."

DORCHESTER CLUB RACE.

THE annual races of the Dorchester Club took place last Tuesday, club members, only, competing. There was a fifteen-mile championship, resulting as follows: 1, Doane, 0.57.00; 2, Benson, 0.57.00 1-2; 3, Longstreet, 1.06.13. Longstreet lost a pedal, and so got hopelessly behind.

The next was a one-mile race and resulted as follows: 1, Bates, 3.10; 2, Mears, 3.25; 3, Haynes, 4.09. Two other contestants entered, but they took headers.

The five-mile race resulted: 1, Benson, 20.00; 2, Forbes, 20.30; 3, Haynes, 29.00. Most of the riders came down in this race, but not much damage done.

The handicap summary is: 1, Forbes, one and one-half minute, 33.31; 2, Gould, scratch, 34.20; 3, Mears, two and one-half minutes, withdrew.

In the two-mile open, E. H. Golloup, of Hyde Park, took first prize, in 5m.

TRICYCLE RECORD FROM 51 TO 150 MILES.

A. L. BOWERS got at 'em again on Friday, 30th Sept., and took into camp all the tricycle records from 51 miles to 150, as follows:

MILES.	Bower's Time.			Previous Record.		
	H.	M.	S.	H.	M.	S.
50	2	59	28 4-5	-	-	-
60	3	35	41 4-5	3	56	38
70	4	16	19 1-5	4	43	16 1-2
80	4	55	30 2-5	5	26	21 3-4
90	5	33	53 2-5	6	6	7
100	6	9	26	6	43	32 1-2
110	7	12	5 1-5	8	36	21 2-5
120	7	55	19 3-5	9	20	31 3-5
130	8	41	59 4-5	10	18	26 4-5
140	9	32	11 1-5	11	6	02 5
150	10	18	29 2-5	11	58	43 5

"Pem" Coleman did the clocking.

L. A. W. BOARD MEETING.

PROMPTNESS and harmony were the two features prominent at the meeting of the Board of Officers on Monday last, at the Grand Union Hotel, New York. It was just 10 o'clock when President T. J. Kirkpatrick rapped the meeting to order. The Credential Committee promptly reported that 31 members were present, and 72 others represented by proxies, in due form. Treasurer's report showed receipts since June 11th, as \$944.97; expenditures, \$348.96; of the balance, \$596.01, \$225 was deposited in Continental Bank, drawing interest at the rate of 4 per cent, to the credit of the reserve fund, thus leaving the actual available balance to the credit of the L. A. W. only \$371, against which existed bills approved by Executive Committee, for \$447.35. Secretary-Editor reported 11,582 members, of which 7,725 were renewals, and 3,857 new. Board of Officers was entitled to 213 representatives, 51 chief consuls, and 10 members, *ex-officio*. Cash balance, \$461.05; 429,200 copies of the *Bulletin* had been in issue this year, against 389,850 in 1886, while the cost had been \$271.73 less than in 1886. Chairman C. H. Luscombe, Rights and Privileges, reported that the Supreme Court of Pawling had sustained the adverse ruling in the Yopp test case made by the lower court, and that in view of the popular prejudice existing there, and the lowness of the L. A. W. treasury, they advised letting it rest there for the present. In the Mobile shell road, it was deemed best to do nothing at present. A victory was reported in the case of Mr. Robinson, whom a local judge had discharged after he had been arrested for riding the streets of Beatrice, Neb., in opposition to a local ordinance prohibiting same. The committee had retained counsel for Robinson. The obnoxious local ordinance was repealed. Mr. Luscombe said that the committee was collecting a reference library on the road laws of the States, and had already complete copies of those existing in over twenty states. Action on the part of the L. A. W. toward road improvement was urged, and the aid of horsemen to secure the passage of such laws was recommended. Dr. J. H. Cooley, Chairman of the Racing Board, in his report offered an amendment to suspend members for road racing for first, and expel them for the second offence in this line. Much discussion was raised. As a compromise Luscombe offered, and the meeting accepted, the following resolutions:

"Resolved, That organized races by wheelmen upon the public highways are unlawful, and prejudicial to the best interests of the L. A. W.

Resolved, That the L. A. W. strongly disapproves road racing, and earnestly urges upon its members that they refrain from participation therein, and encouragement thereof.

Resolved, That officers of the L. A. W. should not identify themselves with road racing in an official capacity in such road contests."

Protests from Hudson County, Union County, and Elizabeth Wheelmen, were read, against any interference on the part of the League with road racing. Membership Committee's report showed the expulsion from the L. A. W. of four members of the Camden, N. J., Club, that they had not reimbursed the club treasury for the money it had expended for them in initiation fees to the L. A. W. Burley B. Ayers, for Transportation Committee, proposed to the L. A. W. to issue a map somewhat similar to the ordinary railway map, showing in heavy lines such roads as favored wheelmen, and in hair lines such as did not; by this means he hoped to avoid such roads as were blacklisted for legislating against wheelmen. A. B. Barkman, Bookmaster, reported a noticeable increase in inquiries about the West, on the part of long-distance tourists. The need of a National Road Book was noted, and progress toward that end reported. A recommendation for the issuance of a new hand book was also made by the Bookmaster. The only ripple of excitement, that reminded some of us of the fighting days of the past, was when the Secretary read the list of appointments that had been made of representatives by the President and Chief Consuls. The name of John A. Wells appearing thereon, many expected a renewal of the old Aaron controversy. When the list had been read, Dr. C. S. Butler of New York moved that the appointments, with the exception of Wells, be confirmed. For a moment there was silence, and each man turned his eyes toward Wells, who sat with the Penna delegation, then Mr. Jackson of Philadelphia rose and asked the reason of the exception being made in Wells' case. Again silence was the only reply. Chief Consul Jessup of Penna then took the floor, and stated that he had appointed Mr. Wells in response to the endorsement of him for that office on the part of a large Philadelphia wheel club, and in the interest of harmony in the association. When he had taken his seat, the President asked if there was any further debate; once more a deep silence; the question was then put and unanimously carried. Probably no more severe rebuke has ever been offered by the L. A. W. than this, and we cannot help admiring the tact which thus performed a disagreeable task in so expressive a manner, the silence of the Board more plainly showing opinion than the most extended victory could have done. Meeting adjourned at 1.45 P. M. * * *

CHALLENGE.

To whom it may concern:—The "Chemeketa Bicycle Club," of Salem, Oregon, hereby challenges any bicycle club in the State of Oregon, to a team race composed of four amateur members of each club, for any distance from one to five miles, inclusive, to be run on the 24th day of November, 1887, at such place, and for such consideration as shall hereafter be agreed upon.

THE CHEMEKETA BICYCLE CLUB.

Salem, Oregon, Oct. 1st, 1887.

LITIGATION.

WE publish the following, as our statement last week, re this case, is claimed by Messrs. Clark as not being accurate: In the Circuit Court of the United States for the District of Maryland in Equity.

The Pope Manufacturing Company, vs. Samuel T. Clark and Joseph M. Nagle, partners doing business under the firm name and style of Samuel T. Clark & Co.

And now to wit this 7th day of October, A. D. 1887, the demurrer to the bill of complaint in above entitled cause coming on to be heard, and counsel for the respective parties appearing in Court, and being heard, it is ordered that the demurrer be, and it is hereby sustained, and the complainant is hereby granted leave to answer said bill of complaint, and the defendant, Samuel T. Clark, is allowed until the first Monday of November, 1887, to answer the amended bill of complaint.

(Signed)

THOS. J. MORRIS.

I hereby affirm that the above is a true copy of the original order.

(Signed)

SAM'L T. CLARK.

MR. CHARLES RICHARDS DODGE is off South on a short trip. Mr. Dodge has lately been writing some very valuable articles on that extremely important subject, Roads and their Construction and Maintenance. We reprint in this week's issue an exceedingly interesting article on this subject from the pen of Mr. Dodge.

MR. SHIPTON takes exceptions to the fact that Mr. Porter in his article on road making "lifts" matter bodily from the *Gazette* and does not credit. Considering the source of the objection this is refreshing.

THE Massachusetts delegation were dead against interference by the L. A. W. on the road racing question. Representative Emery was the spokesman of the delegation, and he did himself proud by the manner he refuted the arguments of the opposition.

LADIES' 1887 TRICYCLE TOUR.

BY W. W. STALL.

(Continued.)

THE roster of the trip is as follows: Abbott Bassett and wife, Chelsea; Charles Hopkins and wife, Wellington; W. W. Stall and wife, Boston; A. F. Wyman and wife, New Bedford; H. L. Spencer, Pawtucket, R. I.; Miss Gertrude Howard, Chelsea; Wm. Shakespeare and wife, Waltham; M. H. Gilbert and wife, Waltham; Maggie and Jennie Kirkwood, Maplewood; A. F. Linnell and wife, Dorchester; R. M. Southwall and wife, Charlestown; J. G. McArthur and wife, Malden; F. F. Gage, Milton; Miss Penniman, Longwood; Elliott Mason and wife, New York; T. A. Raisbeck and daughter, New York; W. A. Carey and wife, Malden; J. M. Gorrie, Boston; Miss Lane, Boston; Mrs. Mary Noyes, Lynn; Mrs. Waters, Lynn.

The party included 14 tandems, 2 sociables, and two single tricycles. The variety of makes and styles of machines was extreme, and the methods of riding practiced by the tourists varied equally. The study of wheels, riders and costumes, was very instructive, and no doubt the thoughtful ones gained much on the trip which will prove useful in the future.

But we must give our account of the tour, as many will be more interested in "the fun we had," than in dry details which will be appreciated only by the more thoughtful.

The Tourmaster swore great oaths that those who came late would be left, as he intended to "move on" promptly at the hour, but the usual delay was apparent, although it must be laid at the door of the Boston and Maine Railroad, which failed to bring the Boston contingent over the road on schedule time. The delay was small, however, and only twenty minutes had elapsed after the advertised hour, when we were "tooted" into line, a charming contrast to last year's getting away in the vicinity of eleven o'clock.

The party got well into riding order, and settled down to work in earnest, driving along the level highways at an eight-mile gait, the route being advised by Mr. Seward, of Chelsea, who accompanied us during the run to Beverly.

At Tower Hill our first accident occurred. One couple of the party, after grinding along for a few miles, concluded something must be the matter with their wheel, and, sure enough, a broken axle was developed which necessitated the abandoning of the machine. The lady was thoroughly tired and discouraged, and learning the necessary abandonment of the machine, gave up all hope of continuing, but here the "new departure" and conveniences of the present tour developed. The party refused to listen to anybody being separated, and in the twinkling of an eye the lady was embarked in the ambulance, the gentleman mounted on a single drawn from that handy source, and the disabled wheel abandoned to the mercy of the nearest express. A telegram to Boston resulted in another tandem appearing in time for the morrow's ride, and the couple, as well as the party generally, had good reason to congratulate themselves on the happy provisions for "such like."

The immense difficulty of keeping a large party together, and getting them over the road, soon became apparent, but with pace-makers ahead to draw the party along, and our patient and painstaking Hopkins at the rear, to act as whipper-in, fairly good progress was made.

The party cried loudly of hunger, but dinner could not be had till Beverly had been attained. Soon the genial countenance of John Wood of Beverly burst upon our gaze, and he "guessed we could have dinner pretty soon," at which news we became his most obedient servants, and followed him to the Trafton House, where we immediately got outside of enough provisions to fully cover the charge made for same. An after dinner inspection of friend John's new tandem tricycle was made, and the tourists got under way for Gloucester.

Away from Beverly sped the party, guided by the genial son of friend Wood, through the autumn woods and by the grand gray rocks of the North Shore. The distance proved to be more than at first calculated, by reason of detours made to avoid poor stretches of roads, and as the party toiled over the hills toward Cape Ann darkness fell over them, and some were getting a little weary of the way. At Sawyer's Hill we were met by a reporter for a daily paper, who had come out to see a race or a hill climbing contest evidently,

as he reported faithfully the times between one or two couples who had become separated accidentally from the main body, and also informed the public that we were *too tired* to try climbing the hill, the latter operation being something which none of the riders would have been foolish enough to attempt under any circumstances.

The party arrived safely and in good order at the Pavilion at 6 P. M. After having been brought together at the outskirts of the town, and after the dust was shaken off and each had partaken of a bath, Landlord Davis set before us a bountiful supper of hot boiled clams, lobsters and other products of the briny deep adjacent, to the music of whose roar we speedily discussed the feast.

Adjourning to the parlor the actions of the tourists soon showed that the long ride of the day (31 miles) had not affected them seriously, and after a pleasant evening, during which the party took opportunity to get well acquainted, and all retired to the enjoyment of good sleep, except the melancholy few who slept too near the dance hall, where giddy Gloucester was "shaking the light fantastic."

After much counting of noses next morning, the breakfast room was invaded in a body, and steaks, chops, and especially griddle-cakes, disappeared with astonishing celerity.

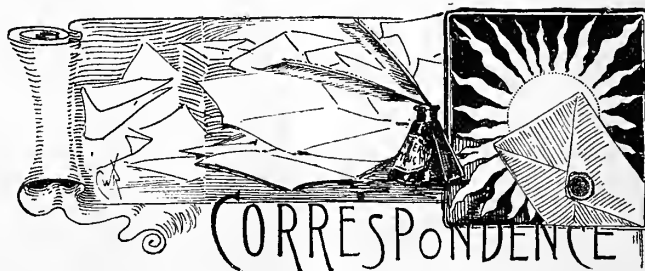
The "screamer" called the party together for the run round the Cape, and soon the party was "speeding" on its way toward Rockport (we use the term speeding in a figurative sense here, as will be understood by the "speeders"). The entire day was devoted to this round of about sixteen miles, and had we been provided with a local guide who could have given us necessary information as to localities and interesting points, the trip would have been even better. It is an interesting fact that the tourists have been round the cape three years in succession, and no local rider has in any case volunteered assistance or information.

[To be continued.]

RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

- No. 369,494. Bicycle Holder, Gilbert L. Bailey, Portland, Me.
- No. 369,540. Velocipede, J. M. Marlin, New Haven, Conn. A tricycle.
- No. 369,541. Velocipede, J. M. Marlin, New Haven, Conn. A telescopic extension steering-bar.
- No. 369,702. Watch-bracket for velocipedes, John Foley, Jr., New York City.
- No. 369,860. Velocipede, D. E. Kempster, Boston, Mass. A rowing tricycle.
- No. 369,864. Velocipede, G. W. Mallette, Trenton, N. J. Convertible from a tricycle into a bicycle.
- No. 370,450. Bicycle, G. M. Collicutt, Elgin, N. B., Canada. A safety, geared-up bicycle.
- No. 10,864. Bicycle, J. L. Yost, Chicopee, assignor to Springfield Bicycle Mfg. Co., Boston, Mass. Re-issue.



MR. SHRIVER'S DEFENCE.

Editor Bicycling World: It seems to be my fate that I should "rush into print," as the late lamented Aaron once pleasantly charged against me; but I solemnly own that it is not from choice. Even if my share of the *cacoethes scribendi* had not been used up when the novelty of seeing my ideas in type had worn off, a good many years ago, I would avoid it if possible, because it consumes a good deal of valuable time, that I can ill afford to spare. But the WORLD this week gives me just cause for a raid upon its columns, by its publication of a letter from certain wheelmen in Buffalo, in condemnation of my recent George circular.

This letter had already appeared in several of the Buffalo papers, through which medium it reached me; but, although addressed to me, it was never sent to me by its signers. Now I never mind becoming responsible for anything I have really done, but I do object to the charge that I have abused my position as representative.

THE FIRST SHOT IS FIRED, GENTLEMEN,

And FRANK DINGLEY makes a big hole in the hundred mile world's record at Lynn, Sept. 22d. He knocks everything, from 51 miles, up.

Time: 5 Hours 38 Minutes 44 1-5 Seconds.

Eleven minutes better than the English track record, and 25 minutes better than the American track record; the latter by Ives on a racing wheel.

DINGLEY USED OUR ORDINARY LIGHT CHAMPION.

THEY ALL SAY THE SAME THING, "THE BEARINGS."

GORMULLY & JEFFERY MFG. CO., - - - Chicago, Ill.

My circular contained nothing to indicate that I expressed more than my personal opinion. It was signed by me as an individual, but for the benefit of those who might not recognize my name (for I do not suppose that I am the best-known man in the division), I added as a note, *in brackets*, the information as to who and what I was.

The objection that no one should utilize the bond between wheelmen for anything but strictly League purposes, is—with all due respect to yourself, since you have endorsed it—a puerile one. Every one of the dealers, most of whom are League officials, do it constantly. Any one of us who goes to a strange town would not hesitate a moment to consider his League membership a *prima facie* recommendation for either social or business purposes. Moreover, in every political campaign of importance, it is the universal custom to organize clubs of those who are already bound together somewhat by a community of other interests. Our campaign in New York State is this year of the highest importance. We of the United Labor Party are engaged in a movement to get rid of the miseries and crime which arise from poverty, by an economic reform, which has successfully withstood all the attempts to prove it erroneous; most of which attempts have been made by persons absolutely ignorant of the question. We are also trying to break down the corrupt system of machine politics, which has grown up by reason of the want of vital issues. Is this not a cause that may enlist one's support so earnestly that he should be willing to risk personal abuse on account of advocating it; and adopt any measure within his reach for its advancement?

Abuse is perhaps a strong word to use about the position which my opponents have taken. Their replies have for the most part been courteous, however mistaken I may consider them; and the very earnestness with which they attack me, is the most encouraging result that I could have produced. A cause that is based on truth is always nearest success when it meets with the most vigorous opposition; and our cause is based on truth. We are satisfied if we can make men think, because, in the long run, the majority will surely think aright. From Buffalo has come the most pronounced expression of dissent that I have received, and from Buffalo has also come—privately—the warmest expression of sympathy; and these two things together, give me strong hope (strange as you may think it) that Henry George will carry Buffalo. Even if my circular does not bring many converts to our side for this year, I think it has helped to awake one class of men to the gravity of the question; and as we are fighting for a principle and not for mere control of offices, it makes little difference whether the definite victory comes this year or next. Very truly yours,

EDWARD J. SHRIVER.

New York, Oct. 15, 1887.

WE won't disclose the name of the writer of the following squib, which appears in a Minneapolis paper, as we do not wish the whole professional contingent to rush out West, gun in hand and murder in their hearts: "The wheelmen of Minneapolis will make every possible endeavor to get a bicycle track next year, and it is hoped the merchants will help them to make it a success. Of course the track will be conducted by amateurs, and square races will be the feature. The inference is that honesty and professionalism do not go hand in hand. Rather hard on the prcs.; and such a statement is liable to raise their ire; hence our consideration for the author of the paragraph.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE Lynn Track Association has filed a petition of insolvency. Liabilities about \$3,200. It is believed that the assets will cover this amount when realized on.

WE were shown a scarf pin given as a first prize at a cycle meet in Texas, and which was advertised as a solid gold League badge. On investigation we find the "solid gold badge" nothing more or less than a common League button, thinly covered with a coating of gold, and roughly soldered on to the cheapest kind of a pin.

FOUR well-known hammock saddles are manufactured by the Gormully & Jeffery Mfg. Co., of Chicago. Send for their catalog if you need anything in this line.—*Adv.*

THE Prince of Wales and his three daughters indulge in tricycling quite frequently. H. R. H., notwithstanding his tendency to overmuch *avoids*, manages to put his machine over the ground at a good round pace.

THE L. A. W. next season will probably get out a neat case for carrying the League ticket. It will be made of the best calfskin, in imitation of Russia leather.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.—*Adv.*

ENGLAND loses two of her fastest cyclists. J. E. Fenlon and E. Mayes have gone to New Zealand.

THE New Rapid scored a victory in England lately, the Speedwell 50-mile road race being won on that machine.

THE C. T. C. now numbers a grand total of 21,873.

THE longest line of sundries in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalog.—*Adv.*

THE *Spectator* man ought to have a dictionary presented to him, as he does not seem to be able to discern the difference between a positive statement and an "insinuation;" but then what can you expect?

THE Portland (Me.) wheel club have moved into new headquarters. The officers of the club are as follows: President, John Calvin Stevens; Vice President, Harry S. Higgins; Secretary and Treasurer, R. Frank Sawyer.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalog on application.—*Adv.*

MR. H. McCORMACK, of the Citizens' Club of New York, was in town last Monday and Tuesday, and paid us the pleasant compliment of calling. Mr. McCormack dates his cycling days from 1880, and is as enthusiastic a wheelman as ever.

MR. JACK ROGERS gave us a call last Monday. He was *en route* for the depot to take the train home, so as to "get the *American Wheelman* out." Better late than never, eh, Jack?

THE 10 MILE ROAD RACE

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 3 men each from the Maryland Bicycle Club, the Baltimore Cycle Club and Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

New Rapid Bicycles.

POSITION AT FINISH:

	TIME.
1, H. L. Kingsland, Rapid Light Roadster,	30.44
2, Richard Whittingham, Rapid Light Roadster,	31.03 1-5
3, Walter Grescom, Rapid Roadster,	31.03 2-5
5, J. Kemp Bartlett, Jr., Rapid Roadster.	
8, E. F. Le Cato, Rapid Light Roadster.	
13, S. H. Shriver---fell---Victor Roadster.	

THE FIRST MAN IN WAS

H. L. Kingsland, Rambler Cycle Club, riding a

NEW RAPID LIGHT ROADSTER

In the marvellous time of

30 Minutes 44 Seconds.

The Fastest Time Ever Made in a Road Race.

SEND FOR CATALOGUE OF NEW RAPIDS.

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EASTERN * ROAD * CLUB * RACE.

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BOSTON AND VICINITY, Saturday, October 8, 1887.

[All of the makes of high grade machines represented.]

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Frank Carmen, of Cambridgeport Bicycle Club, on an

EXPERT COLUMBIA.

Time, 1.34.29.

BEATING LAST YEAR'S RECORD.

SECOND POSITION.

By R. G. Beazley, of Chelsea Bicycle Club, on a

COLUMBIA * LIGHT * ROADSTER.

Time, 1.34.29 1-5.

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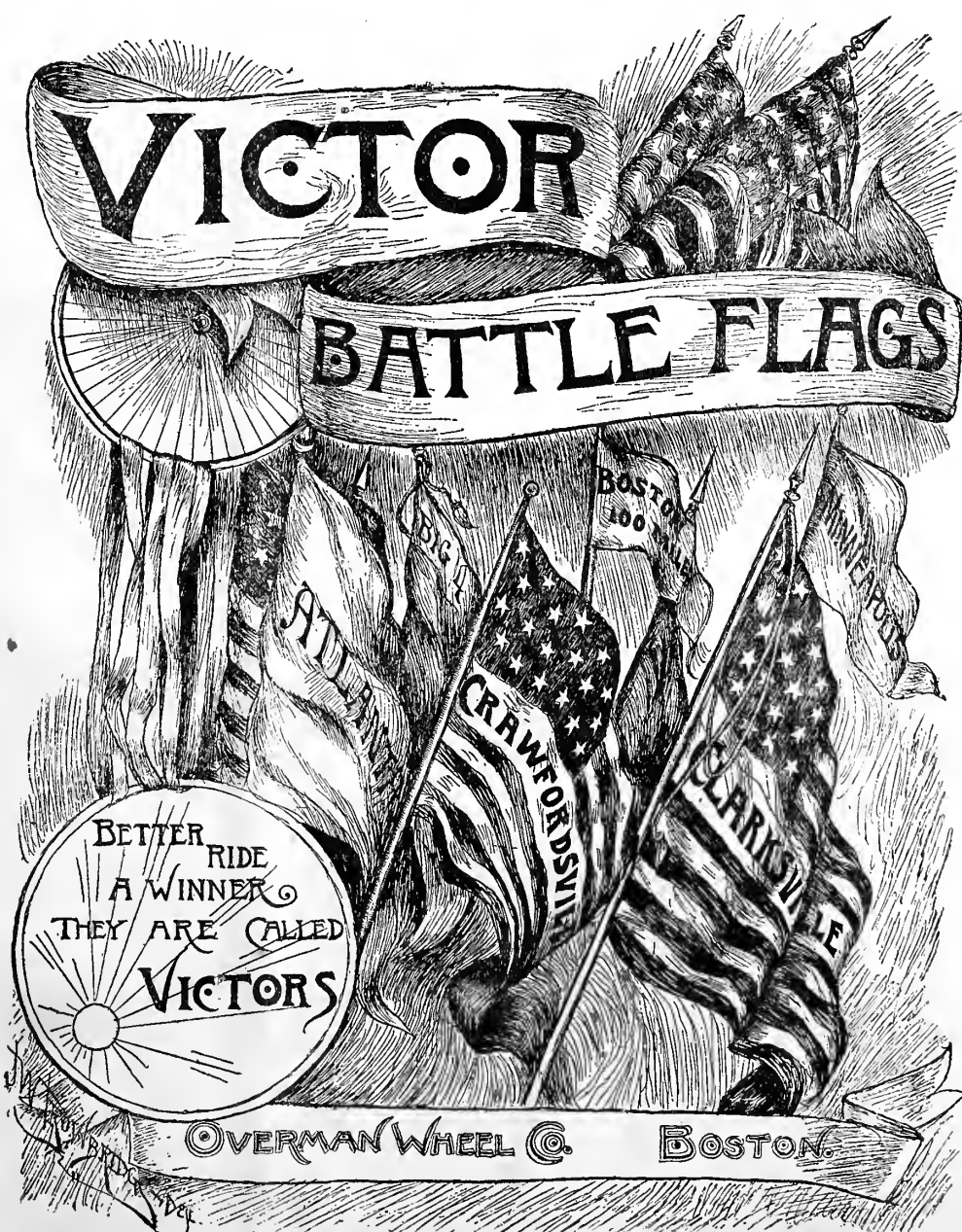
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BOSTON, 28 OCTOBER, 1887.

Volume XV.
Number 26.



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It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

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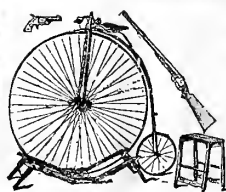
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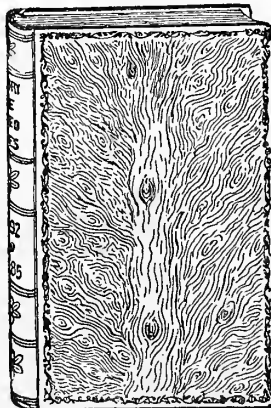
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Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.
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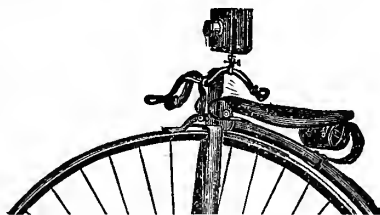
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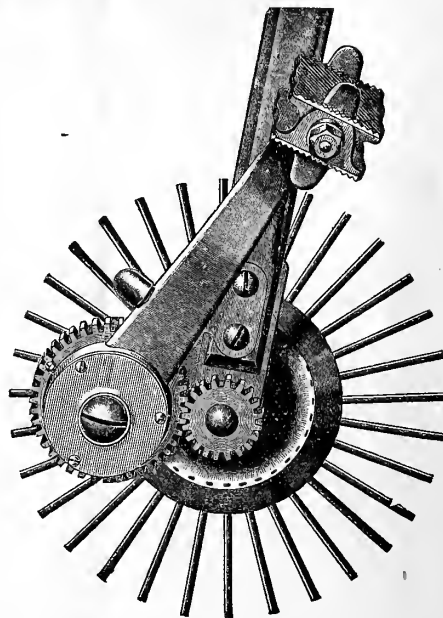
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Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.**J. S. DEAN.**

BOSTON, 28 OCTOBER, 1887.

THE 24-HOUR RACE.

THIS race will be started from the Faneuil House, Brighton, on Monday, Oct. 31st, at 3 P. M. sharp. This will enable the riders to make one circuit before dark. We print the route elsewhere. Result of survey and measurement will be given in Sunday papers. The route will be marked by miles.

A 100-MILE TRICYCLE RACE, FOR AMATEURS ONLY.

WE have decided to offer a medal for competition to riders of single tricycles (amateurs only), distance 100 miles on the road, over the same route as published in this issue. Date of race, Saturday, Nov. 5; starting from the Faneuil House, at 9 A. M. Entrance fee, \$1; to close Friday night, Nov. 4. Address BICYCLING WORLD Office.

THE 100-MILE RACE.

THIS race will be started from the Faneuil House, Brighton, Saturday, at 9.30 A. M. Route the same as published elsewhere in these columns. Entries will close Friday, Nov. 4th. Address BICYCLING WORLD Office.

THE cyclometer used in measuring the route to be traversed in our road races, is the most perfect and exact specimen of a cyclometer ever made. It is the property of Mr. Joseph Butcher, of the Butcher Cyclometer Co., and was kindly loaned by him for the purpose of measuring the course. It is the only one of the kind ever produced, and so exact that it registers fractions of revolutions down to inches. To insure exactness, we detached the back-bone of a 48-inch wheel, and secured the handle-bars to the back end of a wagon, thus obtaining the surety that the direction of the wheel was as straight as possible.

A ROMANCE in real life, was that story told by the Senator in his English letter last week, about poor "Professor" Rollinson. Accused of theft, tried, convicted, and sent to prison; cast off by his family, and becomes insane: is released, and, for a time, spends his days on a cattle ranch; then, feeling the mortification and shame of his punishment, he works his passage to Australia, where he now is happily married and doing well. Years after the theft, a man dies in California, and makes a death-bed confession that he was the man who stole the jewels, and placed them in Rollinson's pockets. The Professor has our earnest sympathy and congratulations that, in this case, all *was* well, because it ended well.

THERE seems to be a misapprehension in some quarters as to the stand we take on the road racing question. To correct same, we wish to distinctly assert that we do not pretend that we will not accept records made on the road unless run under our special supervision. We would not undertake to supervise all road races run in the United States. That view of it is simply ridiculous. All we ask is, that after 31 October all records be made in open competition (i. e.), after due notice and general invitation to participate be given in the press, say one week previous to the event. Any club, any organization, or any cycling paper, may give its open road race, and the results carefully arrived at, will be acceptable. To say that we would not accept any road records except run under our own eye, or over the course we pick out in the vicinity of Boston, would be absurd on the face of it. All we do is to set the ball rolling in the direction that the race be an open one, and that the course be not less than twenty miles.

THE League's finances are, of course, of paramount interest, and we therefore scanned the report with care. That there is an improvement, in the fact that strict economy is being practiced, is no doubt proven. The officers have still a long up-hill pull to maintain, in order to show the balance on the right side of the ledger. It seems that they have some \$1072 in accounts which are marked doubtful, and of which amount, \$560 must be collected in order that the debit and credit of the open accounts may be evened. Of course, the season just passed should be the harvest, so far as the advertising patronage is concerned, and therefore, at this time, the most favorable showing should be made. The dull season is upon us, and we fear that the spring statement will show that the expenses of the *Bulletin* will have made the Secretary-Treasurer's financial report give a still more unfavorable showing. Vague promises are made that schemes and plans are on foot to reduce expenses, but nothing definite was put forth. The *Bulletin*, with larger circulation, has cost less to print here, than it did in Philadelphia.

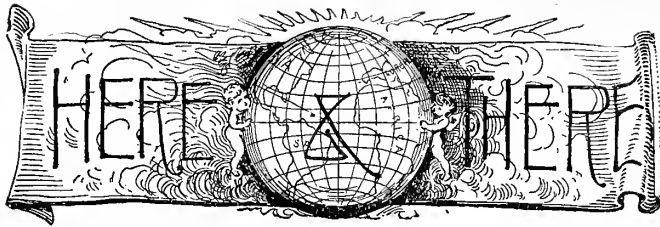
ROUTE AS ADOPTED FOR OUR ROAD RACES.

START from Faneuil House, Brighton; Washington street to Oak Square, L Tremont street to brown stone Church; take short turn to left, and then right, round church on Vernon street; cross Centre to Richardson, bearing to the right across B. and A. R. R. track to L Washington; R to Crafts to L Waltham street right down into West Newton; R Washington street straight through Lower Falls and Grantville to blacksmith shop at Wellesley; turn here *sharp* to the left along Wellesley avenue to Great Plains avenue, and straight into Needham Plains. At Needham Plains take L Highland avenue through Highlandville direct to Centre street, Newton Centre. At Newton Centre take R Beacon street over the hill to the road between the reservoirs: thence over the reservoir road to stone gate, out L to Chestnut Hill avenue to triangle; bear left down hill to starting point.

The route is now being carefully measured and marked, and the distances will be published in the *Sunday Globe and Herald*. It is a simple triangular course, and one which, after going over once, it will be impossible to miss. Arrangements are nearly completed to insure the most perfect checking. The beauty of the course is that it will be impossible to skip, the roads traversed being the most direct from point to point. This has one exception, and that is when we take the circuit round Crafts and Waltham streets to reach West Newton. But we shall have a checker stationed somewhere between Watertown avenue and Waltham street. All we ask, is consideration at the hands of Old Probs., and we think we have a good race.

WE want entries for the 100-mile single tricycle race (for amateurs only), to take place Nov. 5, Saturday. Here is a chance to establish an American record.

SAM HOLLINGSWORTH made another futile attempt to catch and beat Dingley's great 100-mile record last week Thursday. The weather was fair, though cold. At about the 50th mile, Hollingsworth began to show signs of fatigue; at 58 miles he was about one minute ahead of Dingley's time, but from this on, he lost *ste dily*, and at 64 miles, when he fell, he was too tired to catch up, and so he retired.



ENGLISH LETTER.

"SENATOR."

THE out-door racing in this country was closed on last Saturday, by the three match races between the European and American teams, who crossed swords to decide the vexed question that has troubled the respective managers of the teams all summer. The stakes were £50 a side, and the matches were, Temple, of Chicago, vs. Medinger, of Paris, one mile; Woodside, of Philadelphia, vs. Dubois, of Paris, twenty miles; and a decider of ten miles between the four men, which pretty fairly covered the proper distances.

WOODSIDE met Dubois at Leicester, and, suffering from a severe cold caught after the Howell match, he went down before the gay Parisian, who just landed the verdict after a desperate struggle.

I JOURNEYED down to the North country, thinking our hardest job was with the sprinter, Medinger, who beat every English rider in the half-mile championship at Leicester some months ago. The race (one-mile) took place over the North Shields track, and Temple came away the last lap with such surprising velocity, that the Frenchman wasn't in it for a moment, and the "trick" rider won, looking round at Medinger, who was some fifty yards away.

TAKING the train the same night, we travelled all night, reaching Coventry, where the ten miles was to be decided on Monday. I felt rather uneasy over the deciding race, giving, as I did, the twenty miles to Woodside, who ought to have smothered Dubois, if he had showed the form he displayed with Howell; but, no, he experienced an off day, and his cold made him a perfect "knacker," to use an English expression when a man is off color.

THE Frenchmen naturally thought they had a good thing, as Woodside was off, and Temple was not suspected to show the form he did, as it seems to have been the general opinion that Temple was only good for a mile. "You keep your eye on me the last lap," says Ralph; and I did, and the way he left Woodside, Dubois, and Medinger, was a caution, although Woodside helped his stable companion to win by taking the Frenchmen the last three-quarters of a mile at a tremendous pace, which soon settled Medinger, and partially cracked Dubois.

DUBOIS and Woodside did most of the pacing, the Garden City representative keeping second or third position, pedalling as if he was on parade. When a mile to go, Woodside moved slyly to the front, and before the Frenchmen could discover the ruse, Temple was with his partner, and in response to Temple's "now go, Woody," the big fellow put new life into his pedals, and a tremendous race ensued. Dubois was after them, but every time he made an effort Temple found a bit, and after four desperate efforts to take the lead, Dubois, at half a lap from home, made a final effort. The excitement was intense. Woodside, through sheer exhaustion, fell back beaten, and little Temple, seeing the Frenchman's big wheel creep alongside, made his effort, and the final result was after that never in doubt, as with a grand burst he shook off Dubois, who sat up fifty yards from the wire, Temple winning by fifteen yards, Woodside fifteen yards away, and Medinger retired. It was a grand wind up, and a better race was never seen. The track, which was soft, rain falling almost all through the race, was responsible for the time, 35 minutes. The riders were covered with mud splashes, and presented a funny spectacle. That ended the match in favor of the American team, as two out of the three was necessary to win.

You can now take out your note books and jot down: "Richard Howell, champion of the world, will visit the United States in the year 1888." I paid Leicester a visit on Wednesday, and my visit resulted in business—hence the above announcement. The exact date of the visit will be given later. He will come prepared to defend his title of World's Champion, and if Rowe can do two minutes against the watch I will still back my opinion that there are two men that can beat him. Time will tell the tale. In the meantime you should see that Rowe's "time" gets below 2.23.

THE Champion says he is getting back into something like his

old form, but a painful series of operations recently and considerable "spreeing" have had a bad effect on Richard. Still, with the contemplated winter's gymnasium work and a bit of in-door racing he says he thinks the day he steps on the mark with Rowe that he will be faster than ever—and you can simply wager that he will be fast when he steps the mark.

I WAS rather surprised to notice lately how indifferent Howell acts in regard to diet. The last time I dined at his hostelry (the Red Cow) he was making a hearty meal on roast pork, and at a former dinner I noticed he was devouring veal. Now every experienced trainer knows both meats are very indigestible; still Howell simply revels in them. His answer is: "Eat anything you fancy and you won't go far wrong." Here's advice for a world's champion.

I DID a big day's work last Wednesday. Leaving Coventry after some morning work I reached Leicester. After talking an hour with Howell I paid my printer a visit; talked with R. Cripps' boss, who informed me "Bob's" recovery from his painful Birmingham accident is slow, booked Temple and Maltby for a week's special "trick" riding in Leicester, took the London express, and arrived at St. Pancras at 6 o'clock. My first London business was to visit Gower Street University Hospital. Last week I received a note at North Shields, which read: "Dear Sir—I met you in Wales. I have been in hospital for a week; I would like to see you when you come to London."

I WALKED along Eastern road, and finally came to Gower street, and after studying a large, gloomy looking building I became convinced that "this is the place"—for all hospitals seem to me to be built on the dark gloomy principle. "All persons under 16 are not admitted, owing to prevalence of scarlet fever in hospital," was the card that startled me on entering. "Fever or no fever, I'm going in," said I, "for I'm over 16." With the help of one of those angels called "Sisters" (after wandering over two or three wards), I found the desired person. Of course he was glad to see me, and notwithstanding a severe operation he looked well. After a brief conversation, and leaving a token of my visit, I left T. B. Jones of Llewellyn, Wales, hoping he would soon recover.

FROM the hospital to Buffalo Bill's Wild West show at the West End of London in thirty-five minutes, was indeed a change of surroundings, and I supped with John Burke, general manager of the Wild West show, returning to my lodgings in Fleet street for the night.

"I SHOULD like to see a fall of snow," was the salutation I received from a venerable looking old gentleman with flowing white beard on entering the coffee room of my hotel. "Well, that was what a young man, now a member of my team, who has just returned from a round-the-world trip, said yesterday," I remarked. "The last place he was in was India, and he would not be likely to see snow there," I remarked. "I have been in India forty years," continued the old gentleman, "and by the way I heard of your companion passing through there on his journey around the world. Is the name Stevens?" he inquired. "Ah, no, my man is not so illustrious as that renowned cycle traveller," I returned. "He created quite a sensation going through India," was the further comment of the pleasant, talkative old chap, who seemed interested when I informed him that I had the pleasure of meeting Mr. Stevens on his return to New York. "Ah, what a refreshing sight it is to see pretty English girls and boys, after seeing so much native product; I delight to watch them walk along the streets," was the switched-off remark of the Indian traveller, as he bade me "good morning" and walked out.

JOE PENNELL seems to be getting into bad odor with the cycling press in general through his hostile criticisms of several recent cycle publications. Ernest Shipton, George Lacy Hillier and others are after his scalp, and the *Pall Mall Gazette* will soon be in equal bad odor with cyclists generally if "Canterbury Joe" inspires or actually contributes such manifestly unfair attacks on deserving works—Stevens', for instance.

ILIFFE, of Coventry, marched me round his premises on Monday last, and showed me the foundation for another large printing establishment, an addition to the present one; so much business has had to be declined through lack of room, is the cause of the present addition to the Iliffe-Sturmer property.

THE names of M. O. Rucker (of Humber & Co.), George Lacy Hillier, and others, will ever be associated with the cycle volunteer movement, and if the government wants to kill off cyclists, they could not provide a better scheme than that at Aldershot last week. First of all, they make the riders (to demonstrate the "utility of the cycles") climb up a hill something like Pike's Peak, according to report; then they make them charge fallen logs; and to wind up with, they want to know "how you cross rivers with bicycles?" Well, I

generally find a bridge, if the river bed be not dry, but two of the experimentalists do otherwise. One came (thoughtfully) provided with inflated rubber bags, to buoy up the machine, and with a string attached, he proceeded to swim across, dragging the machine after him. While this man had been blowing his bags full of wind M. O. Rucker, Humber's man, hastily undressed, produced a clothes line from his shirt bosom, and tying some to the handle-bar, dived into the chilly waters, and before his rival with the inflated bags could get up steam, Rucker pulled his "Humber" safely ashore, scoring one big point for Rucker and Humber. The latter's interests will be safe enough in Rucker's hands.

I RECEIVED a letter the other day, from Fred Wilder, formerly of the *Lynn Bee*. Fred tells me he is going to "go over to the enemy," the *Item*, published next door. Well, I'm sorry for the *Bee*, as Wilder made it a cycling authority, but I must congratulate the *Item* proprietors, in securing the genial little man's services.

HERE we are once more in bonny Scotland, Aberdeen. A long night's cold travel in the "freight cars" of British railroads, I arrived here this forenoon. Woodside, Temple and Maltby, and their trainer, "Bob" Patrick, having preceded me. We have a match here to-morrow, over the nine-lap board track, Temple against the Scotch champion, Lumsden, and Monday, an open handicap. Our next move will be the Edinburgh six-day race.

THE horse (cow boys) against bicyclists (Woodside and Howell) in London, is commanding much attention. The race takes place November 7th to 12th, eight hours per day.

EFFORTS are being made to have Temple and Maltby appear before Her Majesty, Queen Victoria, who is now at Balmoral Castle, sixty miles north of here. The event, if it takes place at all, will take place within the next three or four days. In the meantime a cable may have informed you of the event.

NEW JERSEY NOTES. Ah, there! Massachusetts; when it comes to a question of downing road racing, you're not still there, are you? I should say not. New Jersey "shakes" with you. But it would have been taken just as cool(e)y here had the question been decided the other way, and I would have reported a twenty-five-mile road race over the Irvington-Milburn course, on Nov. 8, *allege samee*. How does that strike you?

THE Cycling Association is still in hopes of being able to hold its grounds at Roseville for next season.

THE Elizabeth Wheelmen will have a jolly time, if the clerk of the weather does not interfere, on Saturday night, at their lantern parade.

IT is the opinion of our racing men that a racing board should be constituted of men who know something about, as well as believe in all kinds of racing.

WHY don't some of the fast amateur crank riders take up the challenge of the three riders of the "coffee mill" for a 25 to 100 mile race on the roads? The challenge was given out last winter, and is still open. Come to the front.

"If the Brooklyn should take the trophy, they would probably designate a course on Long Island for the next race." "If," but don't you know? "Alert" one, that the race in question will be won by the Hudson County Wheelmen? (I wish I did.)

SOME of the Wanderers will take the job of riding from Orange to Philadelphia and back in twenty-four hours, this week. A number of three-wheelers will also make a trip this week; training to Port Jervis, an easy jaunt a-wheel down the picturesque Delaware Valley to the Water Gap, and home by train, being the plan outlined.

I HEAR a rumor that a protest will be entered against Kluge because he will not have been an amateur at the time of the race, for three months. That does not do away with the fact, however, that Kluge is a life member of the Hudson County Wheelmen, and has been such for nearly two years. Better get something new to work on.

ON Saturday morning I saw a Newark dealer, who wears glasses (I would not think of giving his name away), trying to get home by way of the back streets, to change his trousers, one limb of which had been "chawed up" by the gearing in a safety, which he had been trying on Central avenue. He says its best to wear knickerbockers when you ride a chain-gear wheel.

SATURDAY, 15 October, a bicycle race took place between W. L. Duncan and W. E. Tuers, the course being from the bridge over Third river at Chestnut street, Franklin, to a point near Essex

station, about four miles. Duncan's mount was an ordinary, and Tuers' a rear-driving safety. Duncan was the victor by ten seconds in 14m. 30s. Another race will take place shortly between the same men over the same course.

WHILE strolling along the Orange roads, a few days ago, I saw: A gray-headed man riding a 56-inch ordinary. A well-built, athletic young chap of thirty summers, mounted on a Rover safety. A man of apparently sixty years, and a pretty miss of sweet sixteen, or so, going at a three-forty pace on a Humber tandem. A boy of sixteen, who was "tacking" from side to side of the street on an all-wood bone-shaker. The same boy tack-led Mother Earth four times within fifty yards. A ten-year old miss try for ten minutes to ride a little three-wheeler over a curb stone, before she thought to raise the "masheen." A dog try to chew a spoke from a full-nickeled 58-inch, ridden by a dude. A crest-fallen and dirt-covered dude gather himself out of the sand, and look for the dog—half a mile away. About this time I saw the train enter the depot, and skipped for it.

IN coming from Minneapolis to St. Paul, the other day, on the 12.30 Manitoba train, I noticed an example of the cheek which characterizes the ghoulish baggage smasher. A young man got off the train at the Union depot and went to the baggage car, where was his bicycle. He helped the baggage man lift the "Boston Beauty" from the car, and was walking away, when the smasher called to him that he owed him fifty cents for the transportation of the bicycle. You ought to have seen the wheelman laugh at the "nerve" of the man, and without which he never made a trip. Nine men out of ten, if they were not posted, would have paid the money, but when a man knows the rules of a railroad, he can afford to laugh at the impudence of its employees. There is hardly a railroad in the country which does not carry bicycles free of charge, when accompanied by its owner. The baggage smasher vowed vengeance, and said he would never carry another wheel free of charge; if he did he would smash it. Good! The writer remembers an English wheelman who recovered \$60 from a railroad for damage done to a wheel by the malice of one of the employees. Before a baggage fiend smashes a wheel, let him think of the probable consequences.

IN a few years there will be any quantity of bicycles in St. Paul, if the inquiries of young men in regard to the price of mounts are indicative of a desire to ride.

CYCLING in St. Paul is still in its infancy as compared with Minneapolis. In Minneapolis there are probably 500 grown riders of the bicycle, while St. Paul would have to skirmish around to get 150. In St. Paul the streets are kept scrupulously clean, and though narrower than those of its sister city, Minneapolis, they are, for the most part, in better repair. Cedar blocks are the rule, and I am inclined to think a very good rule.

CYCLING is pretty well over for the season in Minnesota. Soon the streets will be covered with sleighs, and the wheel will give place to the runner. When winter puts a 45-below-zero-and-still-cooling touch on nature, a man feels much more like rushing down a toboggan slide, encased in flannel like an Egyptian mummy, with a glowing daughter of Minnesota holding on to him like grim death in pursuit of a victim, than in pushing a 52-inch wheel. One touch of a handle-bar would make a fellow have the cold chills for a week.

"My good friend, Kennedy-Child," (vide *Bulletin*, X vol., XXIV folio, "Owl" on interstate commerce law, "Verax" in *American Athlete*, etc.) writes to take exception to an article on the wheel, which I wrote for the *Minneapolis Tribune*. He says the article pleased him, but when I "make" Percy Furnivall ride a mile on a "Beeston Humber" in 2.25, the worthy doctor of law could not sit still any longer. Very well, Kennedy-Child (we both part our names in the middle), and so I shall take it all back. The worthy doctor says the world's records from one-quarter to twenty-two miles, are held by W. A. Rowe, on a machine of American manufacture. Hail Columbia!

I WAS glad to receive a long letter from the much abused "Senator," the other day, postmarked Leicester, England. The "Senator" has not been treated properly by a section of the American cycle press. There is no doubt about that. They have tried to snub him, and every member of the American team, probably because they did not think them pure Americans. The "team" has acted creditably in every particular, and the treatment they are receiving in England is strangely at variance with the treatment of a portion of the home press. Morgan is a decent fellow, and deserves to be treated as such. There is no sport except cycling, which runs this "pure amateur" business completely into Mother Earth. The professional has the

cold shoulder turned upon him by the slow men who have neither limb nor wind enough to be anything but nauseating snobs who dare not race, and who howl in derision at any one who can make a mile within the 40's. This cry of "only a rank professional," is one which should never be heard proceeding from the facial orifice of these weaklings who delight in "pure amateur" slow races. If a professional is a gentleman, he is certainly entitled to treatment as such.

PITTSBURG and VICINITY. MESSRS. DIPPOLD, Robinson and Hays are back from the Shenandoah valley with reports of a great time. Robinson started the ball rolling by attempting to play polo with a stone fence, and

stopped it via the "hot-box" line. Hays and Dippold each made several dismounts over the handle-bars, the latter gentleman doing it in great shape on the smooth surface in front of Smithsonian Institute in Washington, D. C. Mr. D. also distinguished himself by his profound erudition in regard to the historic points in the valley, as well as by refusing to sleep in any room labelled "13." All praise the road, people, hotels, and *cuisine* in the highest terms.

BANKER is now running a branch riding school in Tarentum. Success to it.

THE Sunday *Pittsburg Leader* had a column article describing the Dippold, Hays, Robinson tour. It is written up in good style, and is very readable.

IRWIN'S HILL is in good shape now, and we would like to see Henning, of the Homestead Wheelmen, have a "go" at it. He is a good one, and would pretty near get there.

EVERYONE in this section favors judicious road racing. When it assumes the proportions of a recent race over the water, where they had 116 entries and 70 starters, we will "flop" to brother Luscombe's side, but not just yet.

THE latest in wheel literature is the *Pall Mall Gazette* article on road racing. The way it combs down the racers is startling. Some of these days they will pass a law making it a penal offence for wheelmen to ride together.

OUR oldest riders must gracefully tender the cake to an Englishman, "old" Bob Patrick, who recently celebrated his twenty-first anniversary as a wheelman. Wonder what the wheel looked like on which he took his first fall?

THE K. B. C. run to Steubenville, Ohio, on the 23d, was an enjoyable affair. The Signal Service furnished the wind, instead of the boys, and they are still kicking about it. Messrs. Seidell, McGowin, Smythe, Smith, Coleman, Day, Taggart, Banker, and Lecky, participated. They returned via the Pan Handle Railroad the same evening.

By the way, why do none of the Pittsburg members of the Board ever attend meetings? Bidwell, Kaercher, Murray, and Ewing are representatives, and they represented us by staying at home. Now that Ewing is a representative, why does he not have a local Consul appointed for Allegheny City? We have wanted one for a long time, but could not get one. We'll see how much the new *regime* does for us. Speak up, Mr. Representative!!

IN refusing to confirm the appointment of John A. Wells, the Board of Officers, at their last meeting, robbed the Board of the Pennsylvania Division, L. A. W., of the greatest worker it had. Wells has had tough sledding. Aaron gouged him out of quite a pile, and now the clique jumps on him simply as a piece of petty spite work. If Wells was a crook do you think his club would stand up for him? He is considered square in Philadelphia. If they do not know him, who does?

If the editor will permit, I wish to quote a sentence from a paragraph I read somewhere or other, on touring: "It takes a wise man to cycle intelligently, reading the great book of nature, which dwarfs so completely every conception of the human brain. Any fool can bend over a handle-bar and 'scorch.' The wisest man of all, is he who strikes a happy mean, and does a little of both, or a good deal of the first, and a little of the second." You can draw as good a moral from the above as though it filled a quart.

UPWARDS of a score of the "Alleghany Cyclers" are under the ban for delinquency in paying dues, and are to be dropped from the roll unless they settle shortly. As a special inducement to no longer procrastinate, they are informed that, being a League club, expulsion from it includes expulsion from the L. A. W. We would refer them to L. A. W. by-laws, Article V, Section 5 (a), the last clause of which, says: "Expulsion from a League club shall entail expulsion

from the League, if endorsed by the Membership Committee." The italics are ours. We believe the delinquents comprise about 40 per cent. of the total membership.

THE Brownsville handicap road race, which was run off on the 17th, created much excitement in that quiet burg. The handicapper did well, the first four men crossing the line within five minutes. The course was from Brownsville to Centreville and return; all hills; distance 12 miles; and the winner's time of 59 minutes, shows him to be capable of beating Schwartz's time of 2.25 for the 24 miles from Washington to Brownsville. If he can't beat 2.10 for the 24 miles, we are very much mistaken. The following summary covers the whole thing:

NO.	NAME.	START.	TURN.	FINISH.
1,	M. Ruble,	3-35	4-21	5-03
2,	F. Ferguson,	3-45	Failed to start.	
3,	J. Wright,	3-50	Gave out on first half.	
4,	L. Crawford,	3-50	4-29	5-01
5,	C. Herbertson,	3-55	4-31 1-2	5-04
6,	E. Nabors,	3-55	4-35 3-4*	
7,	"Friday" Murns,	3-55	Fell over a trunk and did not get out of town.	
8,	C. Isler,	3-55	Gave out on first half.	
9,	A. Johnson,	3-57	Failed to start.	
10,	E. Michener,	4-00	4-31 1-4	4-59
* Broke down on home stretch.				

THE reason the last half was made in better time is that there is a difference of probably 600 feet in altitude between the start and turn. This revives interest in the conundrum of "Can Michener beat the Bankers?" We would not like to bet heavy either way. W. D. Banker has the speed, but judging from the way he finished in the September race, he cannot "stay." However, he claims he was not in shape, and who would know better than he? The current belief in Brownsville, is that Banker was afraid to enter against Michener, "Quen sabe?"

RECORD OF THE WEEK.

W. S. DOANE and A. P. Benson, of the Dorchester Bicycle Club, rode down to Providence, R. I., last Sunday, a distance of over 40 miles, in the splendid time of 3h. 40m., against a strong head wind. Coming back, they rode via Sharon, a distance of 48 miles, in exactly the same time as taken to cover the 40 miles down (i. e.), 3h. 40m. Coming back the grades and the wind were in their favor. They then went on to finish the 100 miles, which they did in the actual riding time of 9 hours. Doane started out without any breakfast, and the only thing he had to eat was a few water crackers he carried along. Considering the roads, the weather, and the lack of breakfast, we think the run a remarkable performance.

WILL our New Orleans correspondent please inform us what a "sugar-cane eat" is?

TOM ECK, the manager of the Gormully & Jeffery team, believes in the flying start; so Hicks has got one disciple.

THE Pennsylvania Club has made another assessment of \$10 per member, to help defray the expenses of building their club house.

STENKEN does not feel over joyful at the fact of Kluge's re-entrance to the amateur ranks. 'Tis said Kluge will push a crank machine.

Two hundred and seventy-two miles within the twenty-four hours has been accomplished by Messrs. J. H. Adams and C. H. King on a tandem.

WE are advised by the Overman Wheel Co. that the watches held at Ives' records in Springfield, last year, amounted in value to a total of \$550.

THE Philadelphia Club recently tendered Mr. and Mrs. Harold Lewis a reception, in honor of their great tandem trip through Europe, of 2,200 miles.

THE wheelmen of little Rhody seem to have about as good times as any one. They seem to fraternize more than the cyclists of other sections and larger States.

YESTERDAY (Thursday) W. A. Rowe took unto himself a wife. All friends of the great rider will join us in wishing Mr. and Mrs. Rowe all joy and happiness.

TEMPLE and Woodside have been doing some dandy work on the path during the latter part of the English racing season. Temple is developing into a little terror on wheels.

HICKS, of the *Post-Dispatch*, still hangs on to the idea that the flying start is a panacea for all evils that cycling is heir to. In commenting on our article on the action taken by the L. A. W. to pre-

THE 10 MILE ROAD RACE

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 3 men each from the Maryland Bicycle Club, the Baltimore Cycle Club and Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

New Rapid Bicycles.

POSITION AT FINISH:

			TIME.
1,	H. L. Kingsland, Rapid Light Roadster,	- -	30.44
2,	Richard Whittingham, Rapid Light Roadster,	- -	31.03 1-5
3,	Walter Grescom, Rapid Roadster,	- -	31.03 2-5
5,	J. Kemp Bartlett, Jr., Rapid Roadster.		
8,	E. F. Le Cato, Rapid Light Roadster.		
13,	S. H. Shriver--fell--Victor Roadster.		

THE FIRST MAN IN WAS

H. L. Kingsland, Rambler Cycle Club, riding a

NEW RAPID LIGHT ROADSTER

In the marvellous time of

30 Minutes 44 Seconds.

The Fastest Time Ever Made in a Road Race.

SEND FOR CATALOGUE OF NEW RAPIDS.

SAMUEL T. CLARK & CO.,

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A BICYCLE RIDER MUST ♦ HAVE ♦ SUNDRIES.

Having realized that fact, we have made a specialty of this department, and now manufacture

THE MOST COMPLETE LINE OFFERED---EMBRACING
Shoes,
Saddles,
Lamps,
Oils,
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And many other accessories, as well as Repairers' Tools.

Our List Prices are reasonable, and we are prepared to figure with the Trade.

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Largest and only Manufacturers in America owning their plant and premises.

vent loafing, the genial Hicks says: "If the rule-makers would pay attention to starting the races right, the other part might take care of itself. As long as such a fraud as the standing start is retained, loafing will seem respectable.

A CERTAIN Mr. Gray has been travelling across the Continent on a bicycle. The remarkable part of the fact is, that he has gone from the Atlantic to the Pacific, and scarcely anybody knew he was doing it.

THE Ladies' Tour, by W. W. Stall, as printed in the *WORLD*, is to be made into book form, and adorned with many photographs taken on the trip. It will form a valuable and much-prized souvenir by the participants.

WE wonder if Hillier would be so everlastingly down on American papers if Prial of the *Wheel* and the editor of the *WORLD* had accepted the great George's offer to become the English correspondent of our respective papers.

THE friends of H. D. Corey will sympathize with him in the sudden death of his father, last Monday morning. More especially will this sympathy be extended him in the fact that he was away in England at the time of his father's death.

WE are sorry to hear that Mr. Stevens, of the Coventry Machinists' Co., is still confined to his bed with a broken leg. It is now over eight weeks since he met with the mishap. All will join us in hoping to see Mr. Stevens at his post again soon, sound in limb and health.

HERE is a hint for city papers, taken from the *Post-Dispatch*, St. Louis: "In several judicial decisions recently, the Court seemed to take the view that the bicycle is a pleasure vehicle. To drive out such impressions, it may be stated that, two weeks ago to-day, between 11 A. M. and midnight, a *Post-Dispatch* reporter covered 240 blocks on his wheel, in pursuing his regular vocation of news-gathering about the city. Counting ten blocks to the mile, it can be easily seen of how much practical value the wheel was in saving time."

A CAPITAL idea that, published in the *Philadelphia Item*, to use colored sashes or bands to distinguish, in addition to the numbers. "It's English, you know," but none the less worthy of adapting: "When a competitor races with a blue band over a white jersey, or a white band over a black jersey, or something of that sort, he can be recognized by referring to the programme, whether he is riding from the home stretch, or coming to it, and the bands are easier to slip on and off his shoulder, than are the ticket-of-leave arrangements, which require a quartette of pins to insure them their position."

THE story that has been going the rounds to the effect, that lately, at Leicester, some one thought they recognized W. A. Rowe in disguise and under an alias, puts us in mind of the breeze of excitement that ran through the spectators on the first appearance of Jack Prince in this country on the track. The occasion was at the races given at Hingham, Mass., when Jack so wonderfully defeated Rollinson, Wilson, and one or two other local flyers. After the race every one began to speculate who he was, and it was generally agreed that he was Wood, Howell, or Keen in disguise. It was Jack's first appearance, but we doubt if ever he ran a pluckier race than that was.

THE "Great (with a big G) champion for all distances, 1881," of England, devotes a whole page of abusive argument against the time limit question, and against the *BICYCLING WORLD* in particular. George Lacy believes in tricky ways, and puts himself on record as against good honest racing with legs and lungs, all of which is in keeping with our estimation of the man who writes us private letters of the Uriah Heap style, and then slings mud at us in public. The L. A. W. has put itself on record in favor of honest racing, by making loafing a cause for ruling out. We shall have the time limit, although the opposition of the *Bi. Nervus* sends the cold shivers down our spinal column.

WE have really heard serious discussion as to whether the top of a wheel goes faster than the section in contact with the ground. Of course it is a catch, as the top rolls forward the bottom must roll backward, hence the top goes the faster. But the most amusing feature was when an advocate of the "faster" theory ran to a photo, and showed how the top spokes did not show, but the bottom ones did!! He never considered that the top spokes not only got the rapid motion of the bicycle as it moved forward, and that the speed of the spokes is apparently greater than at the bottom, because they are also swung forward from the axle, while the bottom spokes are being swung in the *opposite* direction of that taken by the bicycle. If the wheel were hung up and spun round on the stationary axle, this effect in an instantaneous photo, would not be observed. It is the

reversal of the swinging direction of the spokes to that of the bicycle's at the bottom, that causes the effect of slower motion in the lower spokes.

THE English papers are very much worked up over the story of a certain London man, who went into the Midlands to take part in some races to be given there. He was a dangerous man, even at scratch, and the local back-markers and book men put up a job to have the Londoner put to bed between damp sheets. We are told that the scheme worked, and that the London man got up next morning as stiff and sore as an old horse. Now all cycling England is up in arms, and we are promised developments in the shape of the culprit's name. If it is proven, we don't see that the law can touch the cur; but if there is a nice dirty horse-pond, a bucket of tar and a feather bed within hailing distance, we hope the Midlander will have an application of all three to his precious person.

WHILE riding out the other day, looking up our route for the 24-hour and 100-mile course, we stopped at a farm house for some lacteal fluid. While taking down a glass of real milk with the cream stirred in, the editor of this paper was somewhat startled by the sudden appearance of a fat monkey, which at once proceeded to climb up the editorial legs, perch on the editorial shoulders, and place its funny little arms affectionately round the editorial neck. Kennedy-Child, who was one of the party, made some facetious remarks about a "long-lost brother and a strawberry mark." The joke was that, while Kennedy was in the midst of a tirade of "come to my arms," etc., etc., the monkey promptly went, and the Child took him to his heart in a true filial manner. The parting between the twain was touching, and the last we saw of the little foreigner, he was waving an affectionate farewell from the top of a stone wall.

THE Roxbury Club turned out in large numbers last Sunday, and enjoyed the fine weather and roads by a run to Walpole, where they met the Columbia Bicycle Club of North Attleboro, took them to the Walpole House, and entertained them at dinner. After cigars had been lighted, President Emery, of the Roxburys, called to order, and in a humorous speech, presented Captain F. I. Gorton, of the Columbias, with a Grandfather's stop watch. The Doctor's speech referred to certain times and timings, no account of which has ever been printed, and ended by a statement of the friendly feeling existing between the two clubs, and the hope that it would always continue. Captain Gorton, though completely "done up," managed to express his thanks, and those of the club, to the Roxbury Club for their kindness, and invited them to visit North Attleboro. Rarely has an occasion occurred of this nature, where so much good feeling seemed to exist, and certainly no jollier set of boys ever met on a cycling run. The two clubs are talking of meeting in Boston, and attending the Mechanics' Fair, the first part of November.

IS THIS ANOTHER AH FONG SELL?

IN a late issue of *Wheeling* comes the most remarkable story of the discovery of a window in Stoke Poges Church, whereon is portrayed an angel riding a dandy horse. Stoke Poges is twenty-three miles from the Marble Arch in London, and the church and churchyard are associated with the celebrated "Elegy in a Church-yard," written by Thomas Gray. An imposing cenotaph to the poet's memory is to be seen there, and was erected by a son of the great William Penn. This discovery will no doubt lead to many pilgrimages to Stoke Poges, which now will have a special interest to cyclists. Mr. J. B. Marsh and Dr. Cooke are responsible for the strange story. * * * "The window containing the dandy horse is in a chapel, entered from the north aisle of the church. This chapel, with the approach to it, is cruciform in shape. In the passage on the right, small painted windows contain representations of St. Mark, St. Matthew, and the miracle of the loaves and fishes. On the left hand the windows contain representations of St. Luke, St. John, and the Good Samaritan, which is a memorial to the memory of the late Mr. James Coleman. Within the old chapel there are eight windows filled with stained glass, and at the first glance the spectator will be greatly puzzled at finding the most incongruous subjects brought together in the same window. Several windows are occupied by full-length figures of saints. There is St. Antony, with his bell and book, calling the animals to hear him preach, and a boar at his feet carries a bell in its right ear. Another is the figure of a woman in armor, carrying an anvil. Another represents a Grandee with a money bag at his waist, and a beggar supplicating alms upon his knees. Two other windows contain full-length figures of the Virgin and Child. The other windows appear to have been made up of fragments taken from a variety of sources, and possibly the local legend is true that they were brought here from the Old Manor House. They have been put together, however, by ignorant hands, because in about twenty instances the fragments are inserted upside down. On entering the

chapel upon the left is the window Messrs. Marsh and Cooke were in search of. This contains at the top a bird, a name and date—1643, two coats of arms, and then a circle; at the top of the circle is a duck, below a horned satyr, and lower down the dandy horse, while the bottom of the circle is filled in with a shield borne by a dragon. The piece containing the angel and the dandy horse measures seven and one-fourth inches in length, by five and three-fourths inches in depth. The angel, naked, and without wings, represents a rather robust youth with curly hair; in his hands he holds a long trumpet, and by the distension of his cheeks he appears to be sounding a vigorous call. He is astride a genuine dandy horse; the front wheel is very small, and the rear one large. The trumpet passes through a cleft in the curved head of the horse. At the top of the square are rays of the sun, and out of them a cord passes through a sort of pulley, and is attached to the rear wheel. This is evidently significant of the divine mission of the youth, and the whole may have been intended as the artist's notion of sounding the trumpet at the Resurrection. The feet are represented in motion, the right foot striking a cloud, and the left foot being raised for the downward stroke. The other fragments contain such curious figures as a man with a fiddle, another smoking a pipe, and the dresses are those of the Cromwellian period. We have little doubt that in the future Stoke Poges Church will be the Mecca of cyclists."

WILL THIS END THE TROUBLE?

THE unfortunate Johnson affair was again brought up at the monthly meeting of the Orange Wanderers, on Wednesday evening, 19 October, and it is hoped was finally settled, although the order of things may be reversed in the near future, and Johnson become the accuser. Before the Wednesday night meeting was called to order, the executive committee, to whom the matter had been referred, at the previous meeting, for final action, held a private session, and after considerable discussion, Mr. Johnson was called in and informed that if he would make an apology, or retract the remarks he had made, the whole matter would be dropped. Johnson, feeling that he was in the right, flatly refused to follow either course. Afterward the committee reported to the club that, in their opinion, the whole matter was a misunderstanding, and recommended that, in the interests of harmony, it be dropped. The motion that the report be adopted, resulted in a long and very excited discussion, but the motion was finally carried, by a close vote.

Thereupon six of those who had been foremost in the movement against Mr. Johnson, tendered their resignations as members. Included among the number were John W. Day and G. K. Wallace, whose names, along with that of C. W. Baldwin, were signed to the letter against Johnson, which was circulated before the previous meeting. The resignations were laid over, it being understood that charges are to be preferred against Day and Wallace for having persecuted Mr. Johnson.

STRANGE CASE OF INHOSPITALITY.

ON October 13th a party of tourists, consisting of Elliott Mason and wife, of New York, and W. W. Stall and wife, of Boston, were on their way to Providence, taking the road via Cobb's Tavern, where it was intended to dine. On arriving at 12.30, the party interviewed Miss Cobb at the side door, where, in hearing of the family, and knowing that ladies were in the party, we were refused anything to eat, in spite of the fact that we had fasted since 6 o'clock, morning, and no dinner could be obtained short of Mansfield, as we afterwards discovered, on the plea that we had not notified them, which flimsy excuse can hardly hold, when the party consisted of only four people. A draught of water was given them; on this they were obliged to plough through the sand for two hours, when a lunch was obtained at the railroad restaurant in Mansfield. Considering the fact that Mr. Stall was one of the original seven who discovered Cobb's, in 1880, and brought it into prominence in cycling circles to the extent of the Boston Club making it their headquarters for years since, and many other cycling clubs uniting in causing the shekels to flow freely into mine host's pocket, we consider this act to be one of the most outrageous breaches of hospitality which have come to our attention, and hope that unless suitable explanation and reparation is made, that cyclers will show their disapprobation by carefully shunning Cobb's Tavern in the future.

THE CAMBRIDGE CLUB OPENING.

No. 81 North Avenue, Cambridge, presented a gay appearance last Tuesday evening, the occasion being the formal opening of the Cambridge Bicycle Club House. Shortly after 8 P. M., the guests began to arrive, and soon the spacious rooms were taxed to their utmost to contain the throng. President Hayes stood in the front

parlor and did the honors, receiving the guests as they were brought in to be presented by the ushers. At President Hayes' left stood Mayor Russell, of Cambridge, to whom all the visitors were introduced. In the back room on the first floor, refreshments were served. In the hall was stationed a fine orchestra, which added much to the enjoyment of the affair. The house itself is an exceedingly fine one, and great taste has been shown in the fitting up. Tasty water colors and fine engravings adorn the walls, and rich portieres are used in many instances, in the place of doors. The crowd, by nine o'clock, had become so dense that progression from one part of the house to the other was difficult, and we had to postpone a more careful survey of the house and its arrangements until a more favorable opportunity. Among the notables present we saw Mr. and Mrs. Bassett, Col. Pope, our own London W., and Kennedy-Child. The affair was a decided success, and the Cambridge Club are to be congratulated on having such a fine house, and such a pushing President.

SOME OF THE OPINIONS.

WE take from some letters received, extracts of individual opinion on our position as to road records made in competition. The writer of the first does not agree with us. * * * "I do think that the stand you take in this editorial [i. e. the one in which we state that we shall not accept records on the road after 31 October, unless made in competition.—Ed.] is, as you state it, arbitrary." * * * "Come again, BI. WORLD. You are doing it now, sure. We know we have one paper not afraid to buck the tiger. The BI. WORLD is for riders, and not tied down to toady to the wants of makers and their hired men. Make them come out and do it in competition, or shut up. We have long been waiting for some wheel paper to have the nerve to do this very thing." * * * "You may be right and you may be wrong, Mr. WORLD, but just at this writing I cannot quite see why a record, properly authenticated, made vs. time, is not as good as one made in competition. * * * However I am open to conviction." * * * "I wish to express my approval of your position on records. Road racing may be O. K. or not, but if we are to have it at all, let there be some authority to decide as to results. * * * Competition with careful scrutiny by a recognized authority is what we want. Keep it up. You are on the right track, as usual." * * * [The only paper that we have noticed making any comment, is the Boston *Globe*, and they endorse us by saying that this position has always had their cordial support in the past. We invite opinion on this most vital question, and we can assure the writers that their ideas will be given space, even if they do not coincide with our own. The extracts given are from letters of more or less length, and in some cases, deal more personally with the question. The writers will, no doubt, recognize the extracts.—Ed.]

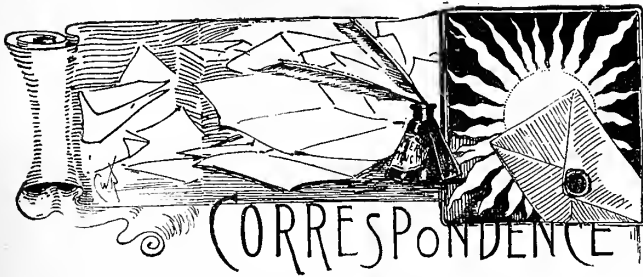
MR. AND MRS. J. S. SMITH'S TANDEM RECORD.

A NOVELTY has been presented to the cycling public, is that an amateur world's record has been made by a gentleman and lady on a tandem. The Crystal Palace track, London, was the scene of the event, and the successful team, Mr. and Mrs. J. S. Smith. This pair are by no means unknown to cyclists, as they have often been mentioned as performing some wonderful road riding. The accounts state that the air was still and the track was good, and to insure accuracy, the "only" Pem Coleman held the watch. Now that the track tandem record, from 21 to 25 miles, has been captured by a lady, it behooves the gallant youths of England not to meddle with these distances, but that they see to it that the fair and plucky little lady be undisputed possessor of these five records. The twenty miles was done in the fast time of 1.03.44 4-5. The results we append below:

MILES.	TIME.
21 - - - - -	1 7 13-5
22 - - - - -	1 10 19-5
23 - - - - -	1 13 37 1-5
24 - - - - -	1 16 55 3-5
25 - - - - -	1 20 6

MOST of the flyers have moved to Brighton, so to be able to train over the route laid out for the races next Monday and Saturday week.

HAS any one noticed a lost, stolen, or strayed "Indian Summer?" If any of our readers have seen a strange warm spell, wandering round looking for a nice, cool resort, we wish they would send it along, C. O. D., so that we can use same by next Monday and Tuesday. There is an icy chilliness in the air that smacks of snow drifts and blue noses. We cannot consent to vaseline our machine, and put on our toboggan suit until we have had a chance to thaw out in the genial warmth of our usual Indian Summer. If any section has some to spare, just please whoop her up in this direction.



MR. WELLS PAYS H.S RESPECTS TO THE "RAVEN"
AND THE BOARD.

Editor Bicycling World: Your correspondent reporting the recent L. A. W. Board meeting in New York is guilty of a deliberate and malicious lie in his statement that the motion approving all appointments except my own was carried unanimously. The facts in the case are that when the motion was put the noes were nearly as numerous as the ayes, and by actual count only 16 members committed themselves to the ruling that a club of 140 League members has no right to decide who shall represent it in the board. Although these 16 men have succeeded in gratifying their personal spite, their warmest friends cannot successfully claim that they expected by this action to add a single name to the membership of the League, while it is equally certain that the League will by their action lose a large number of its former supporters, who do not believe that the highest aim of the organization is to become a political machine run according to Tammany Hall methods. Although their attempt to make me responsible for the sins of another man may be excused on account of their personal animosity toward me, when they renew dissensions in the League under the guise of loyalty to that body they merit only contempt.

Very truly yours,

JNO. A. WELLS.

Philadelphia, Oct. 26, 1887.

[We print Mr. Wells' letter, as we always believe that both sides should be heard. We do not know if it will evoke a reply; but if it does we shall put a stop to it after such answer, if any, is printed. It is simply a renewal of last spring's row, and we do not care to allow the controversy to go on indefinitely.—ED.]

WHERE IS THE REMEDY?

Editor Bicycling World: The writer has been a wheelman for the past four years, has read "Sturmey's Guide," "Indispensable," "Pratt's American Cycler," a regular subscriber for three years to the *Cyclist*, *Wheeling*, and with one exception all the American cycling papers; also have "X.M. on a Bi." and Badminton Library of Cycling, etc., etc., etc. Now I guess you think I ought to know something about the wheel and the sport. I do; but there is one thing I don't know, and have never found anything in regard to it in all my wheel reading. You are in Boston among all the manufacturers and good repairers, and may not be unthankful for me to suggest you write an article in the *BICYCLING WORLD* and give your readers the benefit of knowledge gained from the said repairers and manufacturers on the subject. Now for the problem: Riding behind a squad of wheelmen who are rough riders and in a rough country, you will notice about half of the wheels do not track perfectly. That is, you understand, the little wheel does not follow in a line the big wheel. Now the question is, where is the bend? Is it at the neck, caused by the backbone falling heavily on one side when taking a header—is the backbone bent between the neck and rear forks, caused by the same thing, or has the backbone got a twist just above the rear forks, caused by riding out of ruts over car tracks or hitting a stone in rapid coasting? When the eye fails to see where the bend is, by what process of lining, plumbing or other means can you place accurately the place needing the repairs? After finding where the bend is, personally I can do the repairing, but many of your readers would probably be thankful for suggestions in that line. I hope I have not taken too much of your time, and that you will find the subject worth your consideration.

Fraternalty,

ED. D. FISHER.

Nashville, Tenn., Oct. 20, 1887.

WELL, well; and so now the Senator says he has booked the great Howell to come to this country next season.

We hope the clerk of the weather will be considerate, and give us good weather for our road races. We have had anything but record weather during the past few weeks. It has been good Volunteer-Thistle weather, but the bicycle rider wants something less than a 25 to 30 miles-an-hour wind to buck against.

W. A. RHODES took a hand in trying for the 100-mile track record at Lynn, last Tuesday. The day was very cold and windy, and it was found at 60 miles, that it would be impossible to break record, and so he was called off.

RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

No. 371,234. Velocipede, C. H. Veeder, Calumet, Mich., assignor to Pope Mfg. Co. A steering mechanism.

No. 371,266. Steering-head for velocipedes, John Knous, Hartford, Conn., assignor to Pope Mfg. Co. A ball-bearing head.

No. 371,326. Bicycle Holder, T. B. Jeffery, Chicago, Ill.

No. 371,374. Velocipede, Karl Schmitt Zittau, Saxony, Germany.

No. 371,452. Velocipede, J. S. Copeland, Hartford, Conn., assignor to Pope Mfg. Co. Relates principally to the handle-rod and steering mechanism.

No. 371,513. Tandem bicycle, Vallentine H. Muller, New York City.

No. 371,747. Bicycle, T. W. Feeley, Providence, R. I., assignor of two thirds to W. R. Perce, and J. J. Keegan.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

LADIES' 1887 TRICYCLE TOUR.

BY W. W. STALL.

(Concluded.)

Had it not been for the kindness of Charles Richards Dodge, temporarily resident at Gloucester till within a few days of the run, we should have been in a very bad fix indeed.

Stops were made at any and all points, when interesting scenery caught the eye; and we fear that the party cornered the pickled lime trade of Rockport, in spite of the endeavors of the bloated monopolist, who controlled the supply, to prevent them. It is current news that no pickled limes or well water have been found on the Cape since. Some of the party evidently had in mind a supply for winter's use, by the way in which they filled up with water at every available supply.

A glance at the Rockport granite quarries revealed wonders to the eye, and the patient "toilers of the yoke," who came leisurely from their hay restaurants, attracted the admiration of the ladies by their magnificent proportions. Pigeon Cove is passed without delay, in spite of the genial invitation of "his nibs" of the hotel, to stop and rest, and the party now felt as if lunch ought to be disposed of at once, so as to have it off our minds (and on our stomachs). Folly Cove appeared in sight, and the tourists were soon seated about the hampers which had safely journeyed with us so far.

Sandwiches, boiled eggs and all the etceteras of a picnic lunch were speedily discussed, and the party hied themselves to congenial pursuits. The artist sketched, the smoker enjoyed his cigar, the girls sought the rocks, and the thoughtful sat quietly and enjoyed nature to its full extent. Time passed, and night approached; the barge and its keepers gathered up the fragments (very few in number, and consisting mostly of the hampers), and the party were soon on the wheel. Fun and frolic were the order. Willow Lane was enjoyed, as it always is, and soon Gloucester dawned upon the view. The party was marshalled in order, and passed through the streets of the sleepy old town in fine array. "That's the best 'un, that ere thing whar they go side by side;" "A race, a race;" "Ain't that awful;" "That must be hard work." were among the remarks heard along the line.

The party slowly wended its way homeward, and in apparent oblivion of all outside interference, and stacking wheels at the skating rink, soon were within the sheltering walls of the Pavilion. Preparations were made for supper and a gala evening, when the Entertainment Committee had promised us much enjoyment. The professional talent made its appearance with "dog house" and music, and everything went merry as a marriage bell. Supper carefully attended to, the party adjourned to the parlor. Mr. Hopkins had charge of the evening entertainment, and supplied us quite liberally. The character recitations by Mrs. Hopkins were among the nicest things, and much enjoyed by all. Mrs. Southwell rendered a recitation, which embodied some good advice to one of the young people of the party. Mr. Southwell amused himself by endeavoring to awaken his wife, who he imagined was calmly reposing in her chamber, only to find that she had been enjoying herself among the party all the time. Much enthusiasm greeted his discovery of the fact.

The party was enlivened by the presence of various prominent Gloucester people, who left highly pleased with the tour. The entertainment over dancing was indulged in, and our staid and solid friend Raisbeck particularly distinguished himself by the festive manner in which he did the Virginia reel to the inspiring strains of the piano incited by the deft fingers of Mrs. Linnell. Finally, tired nature could no longer be refused its sweet restorer, and at midnight the last of the merry-makers sought their couches. Early next morning the party commenced to appear; the early risers sought the beach, and the heavens blessed us all with splendid weather for the day. The farewell meal was discussed, and we were called upon to bid adieu to the Careys, who felt obliged to return home on account of pressing business and family cares. Entreaties and threats were alike futile, and we parted with them with small hopes of seeing them again on the tour.

Shriek! shriek!! shriek!!! went the Tourmaster's screamer, the party hurried the baggage into the ambulance, and was soon on its way to Magnolia, where dinner was to be served at Willow Cottage. Arriving, the wheels were abandoned in favor of pedestrianism through the grand woods surrounding Kettle Cove.

Rafe's Chasm was the objective point, and its wonders soon engrossed the attention of all. Sketches were made, songs sung, and the time passed only too quickly.

Back again to Willow Cottage, the chicken dinner promised by Mrs. Foster was speedily discussed. Brer Bassett ground out a pun, but the Tourmaster was "on to him," and a pear thrown with unerring arm was propelled at the offender's head. Happily Abbot bobbed at the proper moment and his life was saved. A few repetitions of this treatment resulted in the party being enabled to dine in peace, and after taking up the usual collection we passed silently away (how's that?). The party contained quite a number of fast riders who had been waiting an opportunity to do a little quick work, and gradually separating the Tourmaster from the party by insidious pushing, they rushed the poor fellow down the hills and across the country at a terrible rate of speed. A stop was finally made and the party brought together again, when Mr. Dodge of the Beverly Bicycle Club piloted the club to the club rooms and filled them up with water. An accident delayed the rear of the division; while waiting for the unfortunate ones an incident occurred, which has no precedent in the annals of cycling.

A member of the party went to the drug store across the street, from the Beverly Bicycle Club, and the proprietor, after asking some questions re the tour, invited the entire party over to take soda at his expense. The gentleman's name was S. W. Roberts. It may be imagined that the party acted on the invitation at once, and rewarded the donor with a hearty round of cheers at the finish.

The party together and soda discussed, no time was lost in getting to the Essex House, where rooms had been bespoken several times. A telephone message in the morning had stated exactly how many rooms would be needed, and we were not a little astonished to find that we had to take quite pot luck after all. After much delay the party was housed and prepared for supper. To our surprise and delight we were joined by the Careys again, who were unable to remain away. Pending the meal some of the committee made a call at the Opera House and engaged seats for the party. Supper was soon on the table, and while under way we were surprised by the appearance of our old friends, the Smiths of Merrimac, who had been on previous tours with us. Grand receptive chorus, only subdued by calling the meeting to order.

Capt. Peck and a delegation of Boston cyclers met us at the Essex House, and when the party was finally marshalled it numbered between 40 and 50 people. Twenty minutes late we filed into the theatre, much to the wonder of the natives. A question has since arisen as to whether the aborigines took most stock in the show or our portion of the audience. The show over the crowd returned to the hotel and separated for the night. Sunday morning much delay was experienced in getting away, and abandoning the Marblehead route the party took its way through Swampscott to Lynn, arriving in time for dinner, which was partaken of at a restaurant in Mildred Range, where we ate of the culinary productions of the late "Sheff" of the Boscobel. At dinner a discussion was entered upon, and the plan for the afternoon was revised to include Nahant, which had been necessarily omitted from the morning plan. Messrs. Carey and Hopkins kindly consented to entertain such of the party as would find it impossible to make the additional run and get home in time, and after parting with a portion of the party with many regrets and handshakings, we wended our way over the Neck, guided by friend Merrill of heavy-weight fame. Spouting Horn was visited and its wonders applauded by the sightseers. All aboard and back again. Over the Neck an impromptu spurt resulted in victory for Lynn and Merrimac, with honors equally divided. While waiting for the wagon delayed by breaking down of an outside party some of the party drove into the restaurant to avoid being chilled while standing; and the main party striking a short cut came near losing them.

The Tourmaster seized a Rover from the barge, and hunting up the recreants, led them to an agreed rendezvous at Tower Hill. Darkness soon came down on the party, and the end was near. Stopping at the Wyman's abode, we parted with their luggage from the barge in exchange for copious draughts of clear cold water. The Kirkwood's next were left at their house, and little Jennie paid toll to all the ladies of the tour. She was the baby of the party, and pushed wonderfully well. She was much annoyed by being called "little girl," but sustained herself with the thought that she would be "grown up" another year.

The party rapidly melted away with good-byes, regrets and hopes to meet again. The Linnells, Masons and Stalls were cared for by Mrs. Carey, while Mr. Raisbeck and his daughter, Spencer and Miss Howard partook of the hospitality of friend Hopkins. Dr. Southwell and his wife took to the barge to be dropped at the car line, while the few remaining wheels disappeared in the darkness, and thus ended the Third Annual Ladies' Tricycle Tour.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE third annual ten-mile road race of the Wakefield Club was held last Saturday, in spite of the tremendous wind, and bad state of the roads. The race was won by F. C. Patch, in 41.50, with J. E. Coombs a close second, in 41.58. Following this race, boys under thirteen years of age raced for two silver medals, given by the club; Eden Bowser, Artie Reed, Charlie Bebee, and Alex Morton entered and finished in the order named. The distance was about two miles, and was made in 9m. 5s. In the evening the club had a supper.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalog on application.—*Adv.*

In the three-mile Bristol County (R. I.) championship road race, Fred A. Bliss beat Arthur Beauchene (the former holder of the championship). The time was 12.39.

THE business arrangements between Reber & Saich and the King Wheel Co., have been brought to a close. The King wheel will be manufactured elsewhere, hereafter. Reber & Saich will continue on with repairing, and will also manufacture a new and unique patterned wheel of their own invention.

FOUR well-known hammock saddles are manufactured by the Gormully & Jeffery Mfg. Co., of Chicago. Send for their catalog if you need anything in this line.—*Adv.*

THE tandem on which G. P. Mills and R. Tingey made their great 24-hour record of 301 1-2 miles, weighed only 65 pounds. It was made by Dan Albone, and stood the test magnificently.

HOWARD A. SMITH has about all he can do in the way of repairing, and reports good sales, also, in wheels and sundries.

THE longest line of sundries in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalog.—*Adv.*

TOM STEVENS says *Outing* has not had a cycling editor for five months; that he has not been the cycling editor, and he is in no way responsible for the shortcomings of the magazine in the past. The November issue will resume the publication of Mr. Stevens' trip.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.—*Adv.*

I HAD the pleasure of meeting C. R. Overman while he was in Minneapolis a few weeks ago. He had his 50-inch Victor Light Roadster with him in his "paddle wheel box," which he has had made for the purpose of keeping the baggage smashers from getting in their deadly work. They say C. R. is eyed with no small suspicion in some of the country towns. People will think that C. R. is a strolling minstrel, and carries his harp about with him. He is even mistaken for a festive faker with a "wheel of fortune." C. R. seems to think they are right in this last guess, and says the company is going to branch out next year, and manufacture their own wheels.—*Correspondence.*

THE Gormully & Jeffery Co. seem to have a great, firm grip on the 100-mile track record. As it stands now, we think Dingley can rest until next season, anyway, in the knowledge that his great performance will not be surpassed during 1887.

COVENTRY MACHINISTS' CO., LIMITED.

On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, **BEATING THE EXISTING RECORD FOR 10 MILES BY**

One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

27 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

“MARLBORO’ * CLUB” * TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

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BOSTON, MASS.

EASTERN * ROAD * CLUB * RACE.

25 MILES.

BOSTON AND VICINITY, Saturday, October 8, 1887.

[All of the tracks of high grade machines represented.]

WON BY

Frank Carmen, of Cambridgeport Bicycle Club, on an

EXPERT COLUMBIA.

Time, 1.34.29.

BEATING LAST YEAR'S RECORD.

SECOND POSITION.

By R. G. Beazley, of Chelsea Bicycle Club, on a

COLUMBIA LIGHT ROADSTER.

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